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290 • August 1997 • Adults Only

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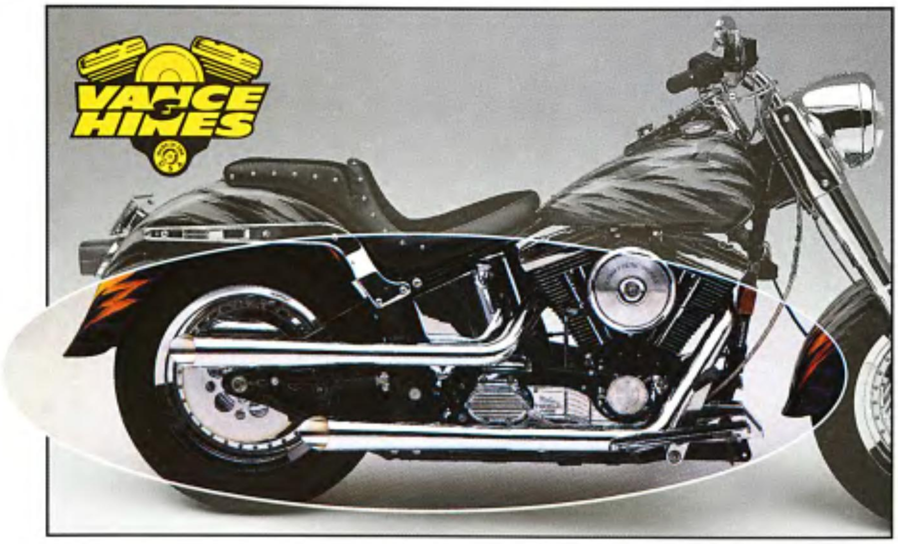


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# TAKING IT EASY

She thought she'd been ripped off so she called the police. She told them that someone had sold her fake crack. When a policeman went to her home, she showed him two rocks of crack cocaine that she'd bought for $50 and said they tasted like baking soda. The officer tested the drugs and found that even though it wasn't the best stuff, it was real. You can guess the rest ...

A man who was paroled didn't learn much in prison about how to commit a robbery. He robbed a cab driver but left behind several belongings, including the parole papers that had his name on them. It didn't take the police very long to locate him.

This one was referred to as an intelligence-challenged person. A woman was arrested in Texas after a mechanic reported to the police that 18 packages of marijuana were packed in the engine compartment of the car she had brought to the mechanic for an oil change. According to police, she said she didn't realize that the mechanic would have to raise the hood to change the oil.

He was having a beer after a hard day at work when he accidentally spilled some on the telephone. He got a towel and started drying it off. But while doing so he apparently dialed 911, and when the police answered it, there was no one on the line. So they went to investigate. He explained what had happened, and for some reason, the police decided to run a check on him. They found that he was wanted for drug possession and failure to appear in court so they parted him from his beer and telephone and turned him over to the county sheriff.

A man walked into a Burger King at 7:50 a.m., flashed a gun, and demanded cash. The clerk turned him down because he said he could not open the cash register without a food order. When the man ordered onion rings, the clerk said they weren't available for breakfast. That was the straw that broke the camel's back so he left with no food and no cash.

This guy's son left the garage door open so his pet rat, Vermin, escaped into the garage. Looking for a good place to hide, he ran up the exhaust pipe of the guy's motorcycle. He tried to retrieve Vermin by offering him food attached to a string, but the rat wouldn't come out. So, he peered into the pipe and struck a match, thinking that the light might attract him. The flame ignited the pocket of residual gas and a flame shot out of the exhaust pipe, igniting his mustache and severely burning his face. It also set fire to the pet rat's fur and whiskers, and, in turn, ignited a larger pocket of gas further up the exhaust pipe. The blast propelled the flaming rodent out like a cannonball. Vermin died from the blast and impact, and the guy's son was grounded for six weeks.

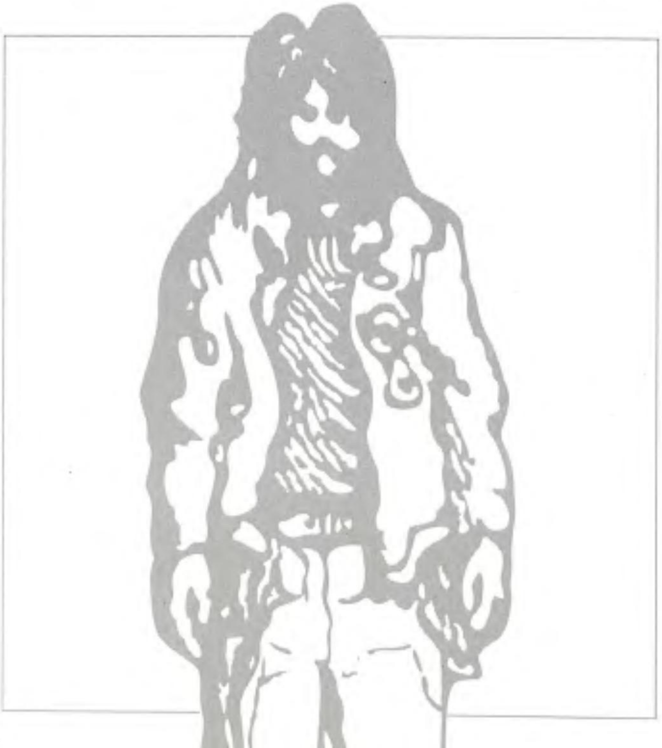
You think we have weird laws? In Peru, a 17-year-old girl was raped by three men in their 20s. When she told her family, her father wanted to kill them and her brother wanted to beat them. But wait! One of the rapists offered to marry her, and her family urged her to accept the proposal. She finally gave in after being threatened by the men who had raped her. In Peru, a rapist is exonerated if he marries the victim. Those South Americans have some bizarre thinking on the subject of justice. The victim gets a life sentence of marriage. Good grief!

A would-be robber went into a garment factory to look for something to steal. But when he found nothing of value, he left a note warning the owner to do better next time. "Put some money here next time or I'll set fire to your factory. You make me do this for nothing. I can't even find 10 cents," said the note.

Here are some announcements that actually appeared in church bulletins: "For those of you who have children and don't know it, we have a nursery downstairs"; "At the evening service tonight, the sermon topic will be 'What is hell?' Come early and listen to our choice practice"; "Tuesday at 4 p.m., there will be an ice cream social. All ladies giving milk will please come early."

A Chinese woman had a brilliant idea to scam a hospital out of a few thousand dollars. Following a gallbladder surgery, she swallowed a surgical swab and tried to place the blame on the surgeons. The hospital refused to offer her money, claiming it was medically impossible for a swab to travel from her gallbladder to her stomach. After several failed attempts to sue the hospital, the woman had to spend a few thousand for another operation to have the swab removed.

—*Spider*



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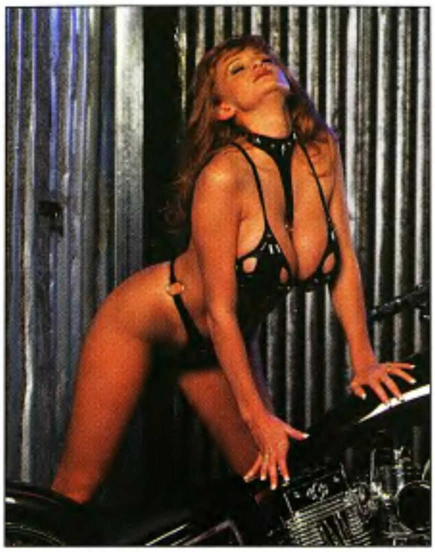

Cover photo of Sana Fey on Mark Cohen's radical 120-inch Chopster by Raiko Hartman.

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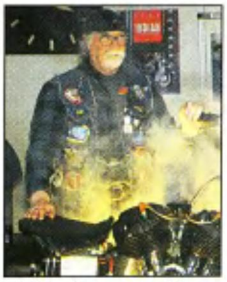

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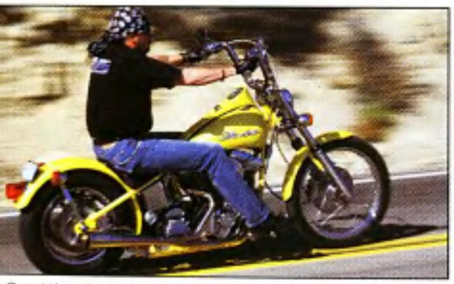
Getting down Euro-style at Portugal's Faro Rally.



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The Audit Bureau

# WORDMONGER

### Blew His Socks Off

What a surprise! The March '97 issue arrived the other day and blew my socks off.

You know how the first thing you usually do when you receive the latest issue is to pop a cold one, sit down, flip and look at the pictures—and then come back later to actually read the words. Well, that's what I was doin' when I got to page 32 and saw my ugly mug in the "Hall of Fame." I about choked on my brew, but I didn't. I calmed down and drank it. And another one after that, too.

To be inducted into the *Easyriders* "Hall of Fame" is indeed an honor which touches me deeply. My "motorcycle life" has been going on for a lot of years now, and I do, from the very center of me, believe in it and the freedom it represents. That's why motorcyclists' rights have been such a large part of my life for almost as long as I have been riding.

But I'm not sure just how deserving of the honor I am. I ain't done nothin' except try to protect my own freedom. Whatever it takes. I realized a while ago that I can't have my freedom if others can't have theirs, because the rights taken away from one are the rights taken away from all.

Thank you very much for the honor.

Greig Perkins
Edgecomb, Maine

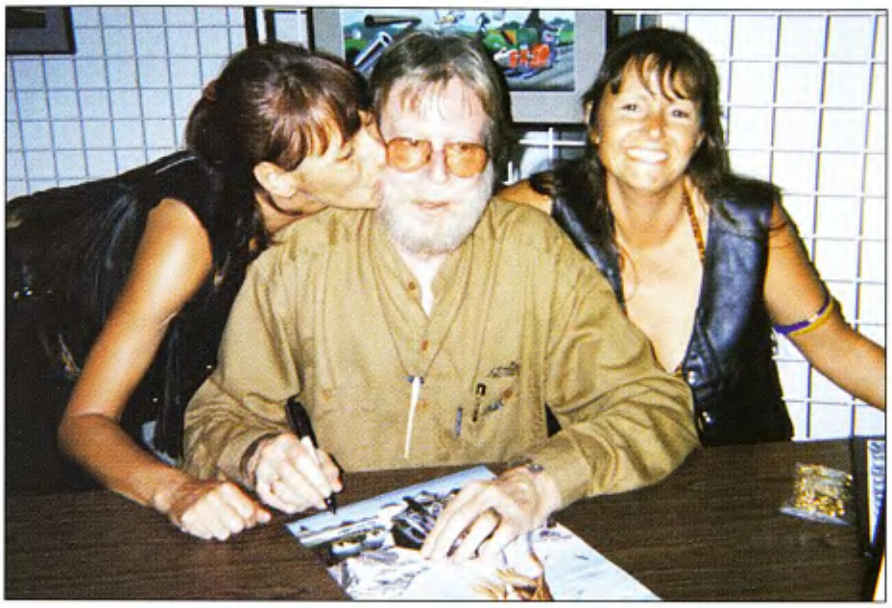
### Exotic Updates

Concerning your "Exotic Dancer Guide" in the May '97 issue, you listed Rusty's at 7230 Argyll Rd., Regency Hotel, Edmonton, Alberta, Canada. This bar was recently closed, then reopened as Gator's, the Sports Bar. A suggestion would be to go to Show Girls on 7103 78th Ave., Edmonton, Alberta, (403) 463-5550.

Shaun Legoader
Sherwood Park, Alberta

Two corrections to your "Exotic Dancer Guide." The four Snooky's clubs in California do *not* have a "no colors" policy, and the Ventura and Lancaster Snooky's provide special bike parking with video security cameras.

Jimmy Lenwell, Snooky's Mgr.
Ventura, California



### Dave Mann Fans

My girlfriend, Tammy, and I packed up our bikes and went to Bike Week, and what a great time we had! One of the highlights of the trip was meeting Dave Mann. Meeting Mr. Mann was the highlight of Tammy's trip, and when she left Dave, there were tears in her eyes (seriously). Thanks so much for bringing him to Daytona. Give this photo to him and let him know that he made our day.

Carol Smith
Stanton, Michigan

### We Missed One

This letter is in regard to the new *Buyer's Guide* you recently published. You missed our new store, which we just built. It's at 450 21st St., Heyburn, Idaho. We carry a large assortment of aftermarket merchandise including Custom Chrome, Chrome Specialties, Tucker Rocky (Nempco), ThunderHeaders, Corbin, etc. We were very disappointed that our new business was not listed.

Snake River Cycle, Inc.
c/o Herb & Teesa Sinclair
450 21st St.
Heyburn, ID 83336
(208) 678-2212

*Thanks for letting us know, and to anyone else left out of the listing, drop us a line with the info and we'll be sure to include you in next year's Buyer's Guide.*

### Credibility at Stake

I don't know who's the bigger idiot, you or that stupid fool Mark Applequist who wrote you the letter "Knuckle Buster" (Talkin' Tech, March '97). I'll concede that Mark was the perfect "mark" for someone when he convinced him he was getting a '32 Knuck, complete, for only $900. That should have told him something right there. But to have you respond to his inquiry about parts and tech tells me that as a "techie," your advice is questionable, to say the least.

Even the most neophyte Harley nut knows that the first OHV Knucklehead was produced in 1936. While Harley had produced a number of OHV motors specifically for racing prior to that, they were not Knucks but modified F or Flathead motors. And if that's what he's got, then it'll be worth more than a ton, as you pointed out.

Come on, guys, your credibility is really at stake here!

Dick de Rusha
APO AP

*I knew that.*

### A Pat On The Back

I'm stuck in a shithole patrol base in Bosnia where I've been for five months now. Fortunately, the PX gets *Easyriders* so I can at least read about better places. I've been reading your rag for seven →

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years, and I ain't gonna quit anytime soon. I don't own a bike yet, but I'm saving to fix that. Saving money ain't easy on what the army pays.

Thanks for the years of good shit.

Rooster
Bosnia

**Hang By Yer Teeth**

The January '97 "Easynews" article on Arizona handlebar height really grabbed me. Does it mean we can't ride our ape-hanger-equipped bikes through their state? I thought there was some kinda federal law guaranteeing state-to-state travel. Seems to me a bike that's legal in one state should be allowed to travel through another. If not, then how can a person be expected to know every state's motor vehicle equipment laws?

This interference with interstate travel due to petty bullshit restrictions has to stop. How about an amendment to the "interstate travel" law to the effect that "state mandated vehicle restrictions shall not apply to out-of-state vehicles"?

Treetopper
Ruskin, Florida

*You can ride high through Arizona. Linda Shubert of ABATE of Arizona saw to it that the law was changed to shoulder height.*

**Bonneville Inquiry**

My bros and I would like to attend the "Speed Trials" at Bonneville, Utah. (My name was on your Streamliner.) Could you put me in touch with someone who could fill me in with the dates of the world record attempts?

Fast Eddie
Alliance, Nebraska

*Call the BNI/SCTA at (619) 274-1993. Also, our* Quick Throttle *magazine has a racing calendar with complete listings.*

**A "Right On" to Ken Kew**

In reference to Ken Kew's letter in the April '97 issue, I fully agree. Hey, Ken, you forgot Shovels. I'm 35, work construction, and would much rather have my $9,000 Shovelhead than half the ugly shit I see in your rag.

Scott Boyd
Loveland, Ohio

**Words From A Browbeater**

Whatdafuck! On page 81 in your April '97 issue, the specs for the Shovel say that the front brake is Performance Machine. What are you, fuckin' blind or just stupid? Any idiot can see that it's a dual disc front end with polished (maybe stock) calipers. I know they're not P.M. Just thought I'd bring it to your attention.

Frisco Mike
San Bruno, Calif.

**At Last! A Home-Built Bike**

I'm reading in the March '97 issue that you're going to feature some home-built bikes, built by normal humans on a normal budget. I think that's great! I've pretty much built all my bikes for the last 27 years. So then I look at Barnett H-D's 1995 Dyna. Nice bike at $13,500!

I'm sending you a photo of my 1951 Pan which I finished last summer—$4,500 invested. I had the advantage of a friend with a shop who let me use his tools. I got some good prices on parts too. But I built it from scratch, just parts, no basketcase to start with, no complete anything, bare cases. Some of the stuff I had lying around the house for years. The frame I got for $40 from some chick my bro used to fuck (the frame cost $40, I don't recall what the chick ran him). It has a Crane cam, new unleaded seats, black diamond valves, S&S springs and keepers, Truett and Osborn flywheels, a late-model oil pump (that I drilled to work), Andrews close-ratio gears, Barnett clutch, JIMS shafts ... all the right stuff. The front end is off my old FX as is the rear wheel and disc brakes and the rods. The headlight is old Triumph. It runs fine and looks good. It's my idea of a home-built (mostly in my living room) Harley.

It's my 20th anniversary Panhead. I finished my first Pan in 1976 and am still riding it. I built this bike to resemble the way my old '54 looked in the '70s—it's fairly stock now. So whatdafuck? Print this. Make me a star!

Jerry DePaolis
Portland, Oregon

**Thanks, Dad**

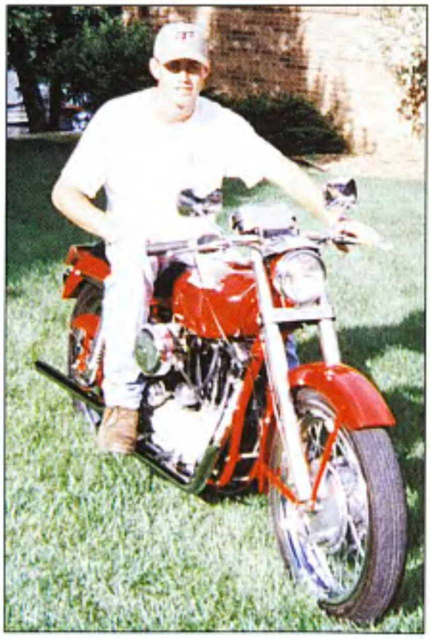
My bike was bought last June and hadn't seen sunlight in 10 years. So with all the support in the world (including financial) from my father , the "disturber of peace" rolled out of the garage under its own power on the 4th of July.

All the metal was acid-dipped and then painted '85 Corvette red, the brightest American red I could find. The cases were bead-blasted, and then it was all reassembled, sporting a Corbin Gunfighter seat, Drag Specialties drag pipes (straight cut), and drag bars that have now been changed to the stock bars off my father's FXRS Sport.

Once assembled, 2,600 miles were put on this beast with only two problems: I blew a taillight bulb ridin' in the rain, and the tach needle fell off in Sturgis. But with the bike being 30 years old, I'll allow that much.

The real reason I wanted you guys to publish this is because it's the best way I can think of to say thanks to my father, Larry, for all he has done for me. Thanks, dad. (He rides a '92 FX and is building a '49 Pan.)

Scott Velliky
Fenton, Michigan



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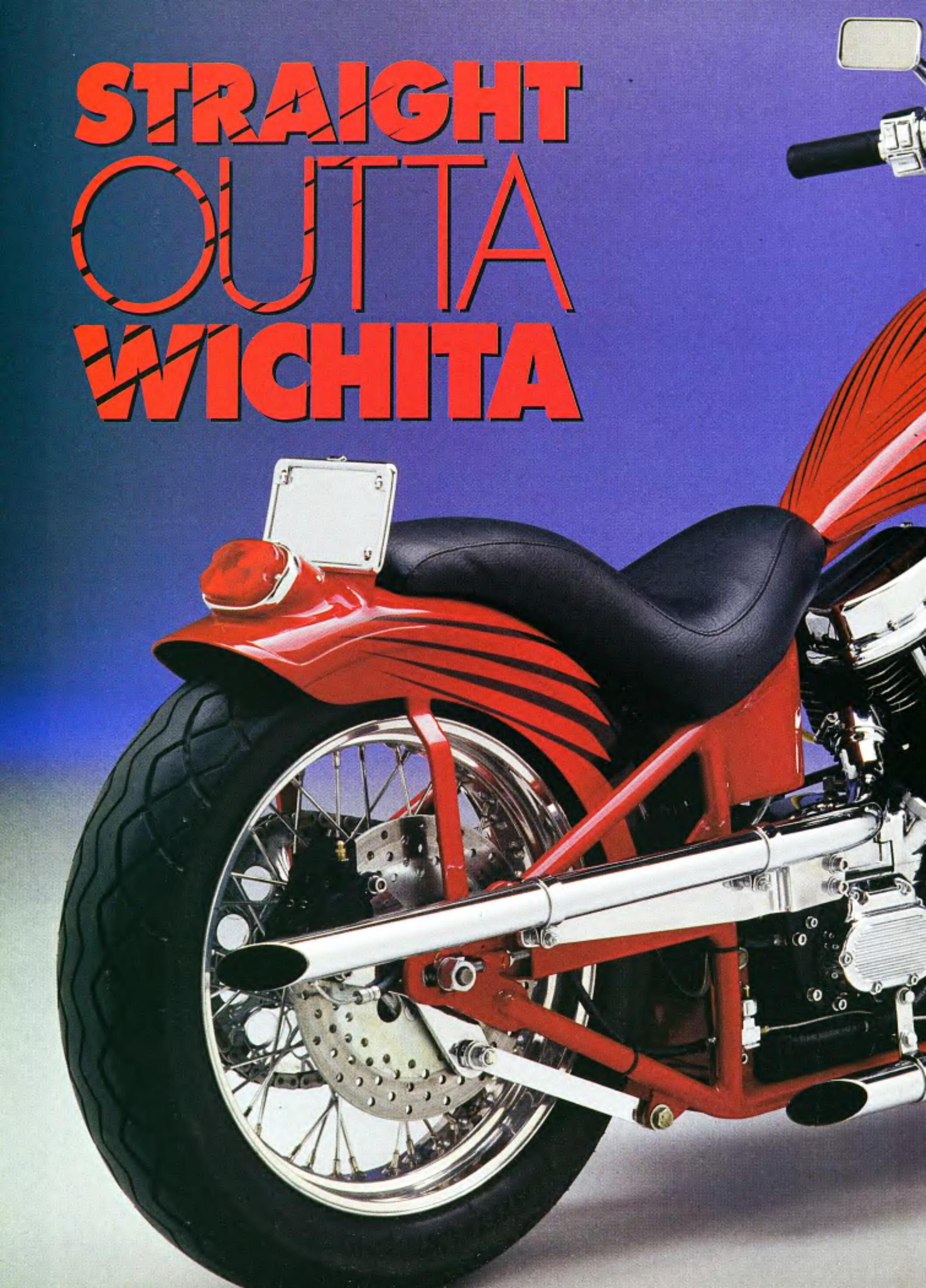
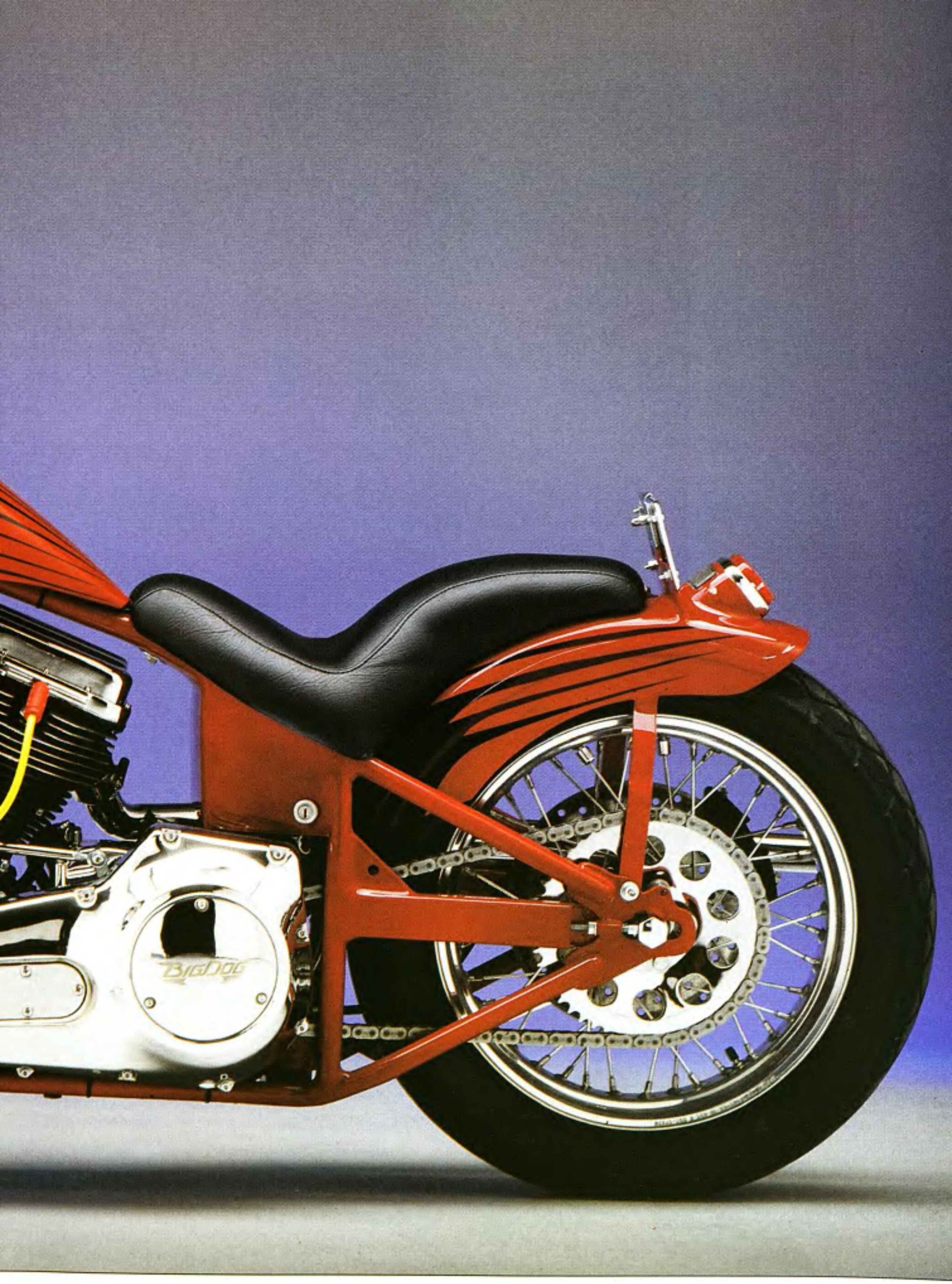
# STRAIGHT OUTTA WICHITA



I have a battle raging inside of me over fact vs. propaganda whenever I read the newspaper, catch a glimpse of the TV, listen to a radio show, or read a magazine. I wonder how they can get away with it. For instance, recently in the town nearest me, they fired the basketball coach. The local newspaper went on a tirade about what a fine, upstanding Christian man he was, even printing some letters from his students, and a personal letter from him asking what he got fired over. I suspect that he knows, and the newspaper reporter knows, but the parish wouldn't allow them to let the rest of us in on the truth. Everyone has a vested interest not to report the whole truth, political or otherwise. Some are more convincing than others. Priests, rabbis, basketball coaches, and a good old-fashioned hellfire and brimstone motorcycle journalist—we're taught early on to believe what these people say, no matter that they hold no solid material in their hands, just faith. And you want to believe that by being a good Christian person you will receive great rewards, as compared to the town drunk that the preacher castrates every week. But as you grow older you realize that the town drunk is the mayor, and he buys his votes with zoning ordinances and sleeps with all the young →

college girls helping out with his re-election campaign. Faith is all we have sometimes.

It was faith that Frank Aliano had when he left for Sturgis back in '86 ... faith that no matter what happened to him out there, his brothers of the road would help him out. Three months later, still on the road, he found himself in Cooperstown, New York, bike broke down, raining cold, and damn near penniless. He stopped at what looked like a biker bar to have a drink and figure out what to do. Luckily, it was a biker bar, and they believed in brotherhood. Before he knew it, he had a place to stay for the →

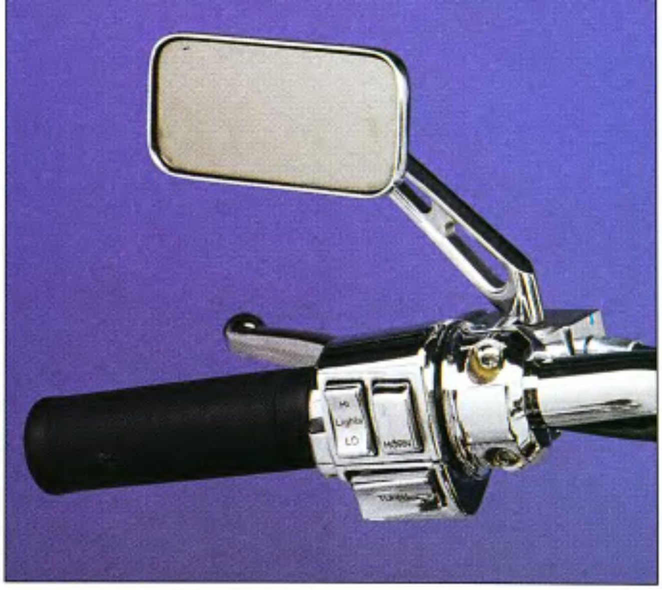

BigDog

night, warm food, cold beer, and parts lined up for his bike the next day. It was the positive proof in faith that Frank was seeking.

The following year, he headed out for Sturgis again. Just outside of Cheyenne, Wyoming, his faith was tested once more. His bottom end seized up. As he sat along the road watching new bikes ride by, their pilots and passengers waving and smiling, his faith warbled again, until a truck from Denver, with a Panhead in the back, stopped, picked him up, and took him to Sturgis. After partying with him for about three days, they all said, "Let's fix this thing—it's just a dang ol' H arley." So right there in the dirt of the Black Hills, the engine was torn down to the bottom end. They took it into town, had new flywheels installed, continued to party as they reassembled it, and were up and riding less than a day later than they had started. He still calls these men his brothers. Faith.

Fast forward to these days of Dan Rather, Peter Jennings, and rubbermount Harleys, (and you know how that rots one's judgment). It is rather easy to reminisce about the good ol' days of yore, and complain how things aren't the same. Frank, however, is a visionary, a leader among men. While some people say the new riders and modern technology have no heart, Frank, instead, takes action and proves the naysayers wrong.

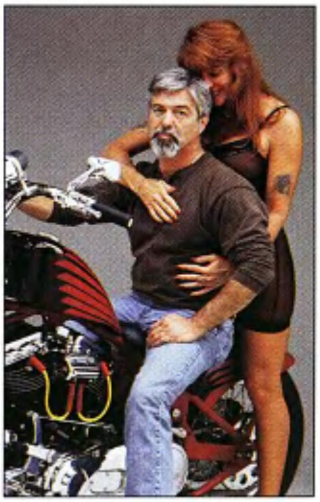
After years of owning his own shop, Frank hooked up with Sheldon Coleman (yep, from the camping supply company) and became the man in charge at Big Dog Motorcycles in Wichita, Kansas. And while Frank could have taken a new Evo off the shelf to build this project, instead, he did what he's always done. He dug through his stash of parts. He found he had an Evo left case and generator Shovel right that fit together after some machining. Natch, a Pan top end had to ride atop such a monstrosity. He found a four-speed rigid frame in his collection and immediately cut out the center section and made new mounts to accept an FXR front mount, and a Dyna rear mount.



Normally, rubbermounted rigid frames tend to shudder because of the engine movement, but since Frank utilized the Dyna rear mount, the engine moves up and down, not side to side, which doesn't affect the chain movement.

No propaganda, no politics. Frank says that the project was a piece of cake, thanks to his good woman, Star, and good old-fashioned Kansas values—straight outta Wichita.

*—Flynch*



**Owner:** ............ Frank Aliano
**City:** ............ Wichita, Kansas

**General**
Fabrication: ............ owner
Year and make: ..... 1996 custom Big Dog
Model: ............ rigid
Value: ............ I've lost count
Assembly: ............ owner
Chroming: ............ River City Plating

**Engine**
Year and model: ... 1996 modified Panhead
Rebuilder: ............ owner
Ignition: ............ distributor
Displacement: ............ 88 cubic inches
Lower end: ............ Truett & Osborn
Pistons: ............ S&S
Cases: ............ Evo left, Shovel right
Heads: ..... H-D, modified for outside oiler
Cam: ............ Andrews B
Carb(s): ............ S&S
Pipes: ............ Custom Chrome
Modifications: ............ balancing by Mike's Engine Service, FXR motor mounts, S&S rods, Andrews pushrods and valve springs

**Transmission**
Shifting: ............ Dyna 5-speed
Modifications: ... bored for bushing mount

**Painting**
Molding: ............ Al Gaither
Painter: ............ Al
Color/type: ... candy brandywine/urethane
Special paint: .. white/metallic blue basecoat

**Frame**
Builder: ............ Custom Chrome/Santee
Type: ............ rigid
Modifications: ...... 31-degree rake, center section cut out and modified for 5-speed, rubbermounted at front, reinforced

**Accessories**
Bars: ............ Custom Chrome
Fender(s): ............ CCI-modified
Headlight: ............ Custom Chrome
Taillight: ............ CCI, molded
Pegs: ............ Custom Chrome
Gas tank: ............ CCI, stretched
Oil tank: ............ in tranny
Seat: ............ U.S. Interiors
Mirrors: ............ Chrome Specialties
Grips: ............ CCI

**Forks**
Type: ............ 35mm H-D
Modifications: ............ Ness trees

**Wheels**
**Front**
Type: ............ H-D
Size: ............ 19-inch
Tire: ............ Bridgestone
Brake: ............ CCI

**Rear**
Type: ............ H-D
Size: ............ 18-inch
Tire: ............ Bridgestone
Brake: ............ Performance Machine
**Photos:** ............ Michael Lichter

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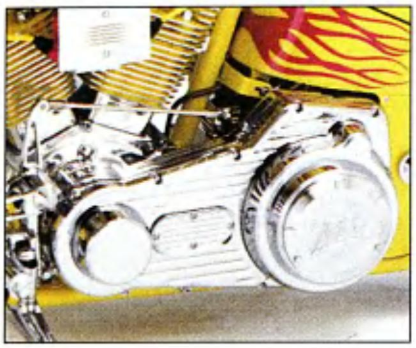
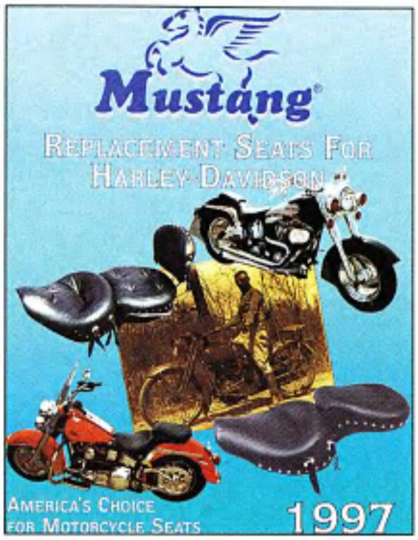


### NEW CLEAR COAT

Here's something completely wild and new. Clear coats have come a long way, and this company is using a process that is used on space shuttle components. It's good up to 2,000 degrees, tough as nails, and makes polished aluminum as durable and reflective as chrome. It's excellent on chrome. Imagine a day when you can polish metals and clear them without chrome, and the metal will be protected. For more shiny info about this revolutionary process call Woodstock or Lenny at Glass Coat: (904) 447-0220. Stand back, though—the glare is blinding.




### MUSTANG SEAT CATALOG

This is Mustang's new Harley-only seat catalog. It's free and features their entire line of quality seats—all types and styles. So get the catalog and have a peek. Never know what ya might find. Contact Mustang Motorcycle Products, P.O. Box 29, Dept. ER, Terryville, CT 06786; (800) 243-1392.

### DERBY WITH HEART

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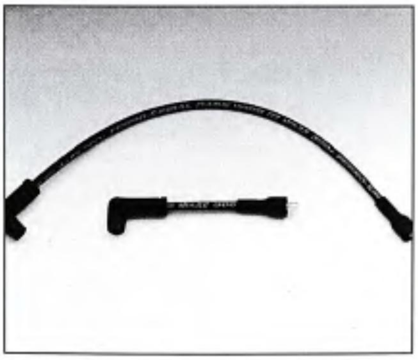
### ZIPPO MEETS HARLEY

In high school my boss gave me a Zippo with my name engraved in it for my 16th birthday. I quit smoking shortly afterward, but kept the lighter for 75 years. Well, maybe not 75 years, but it was a long fuckin' time. Zippos last, and now I'm proud to have another. Zippo has inked a deal with the factory to sponsor the H-D VR1000 Superbike racing team. The artsy-fartsy Zippo team has designed some 40 Harley-themed lighters, pocket knives, and money clips. Watch for 'em.



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### PERFORMANCE PIPES

We have a couple of staff members who run Vance & Hines systems, and Bandit is building a bike to ride to Sturgis that sports this system. It is specifically designed for the Dyna, with the most efficient 2-into-1 system design around. It's a tight unit, built strong, and will perform with 80-inchers or strokers. For their entire line hit on your local dealer or drop a note to Vance & Hines, Dept. ER, 14010 Marquardt Ave., Santa Fe Springs, CA 90670.

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**Service technicians are in demand.** It's no secret that Harley-Davidson's growth has been spectacular. And, it's no secret that the Motor Company intends to continue its expansion by increasing production. What isn't as well known is that by increasing the number of motorcycles on the road, a need has been created for quality service technicians.

### Harley-Davidson has a plan to meet the need.

In order to increase the number of Harley-Davidson dealer technicians, a new training initiative is being put in place by the Motor Co. It provides numerous ways for a technician to join the family: via school or direct dealer entry.

### Motorcycle Mechanics Institute plays an important part.

Harley-Davidson's fourteen year relationship with the Motorcycle Mechanics Institute (MMI) has been rededicated, making MMI a cornerstone of the H-D training initiative. MMI is currently assisting in the development of programs that will be used in conjunction with the direct dealer entry route for potential entry-level technicians.

In addition, MMI and Harley-Davidson have developed an Entry Level Skills Assessment (ELSA). It will provide a clear determination of one's ability to successfully complete those tasks routinely assigned to entry-level technicians. Harley-Davidson and its franchised dealers will be using ELSA as an important component of the employment process. It is administered only at the Motorcycle Mechanics Institute.

### You can become part of Harley-Davidson's future.

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# DESPERADO

## THE CAN'T-MISS CUSTOM

It had been months since "the incident," but The Chief was still brooding. Sitting in the corner of Little Paulie's Suds & Grub, ducking to avoid ricocheting darts from the pair of fine-looking ladies just learning the game, we all knew the reason for the big Indian's foul mood. He missed Lulu ... bad.

"It wasn't like she was the prettiest thing in the world," The Chief would say, bobbing left as another dart whizzed by. "I know she wasn't perfect, →

but dammit, she was mine. I made her what she was. Maybe she didn't set just right, maybe some of her didn't quite match up with the rest of her, but she deserved better."

It had happened in front of Paulie's. The Chief was stopped, waiting to turn into the lot, when the soccer mom with the minivan looked away for a second, crossed the line, and plowed into The Chief and Lady Lulu. He saw it coming

and quickly stepped off the FL. He stood in the middle of the road, untouched, as Lulu was swept out from under him. He watched as she spun down the tarmac, her tanks smashed, frame bent and broken, her handlebar and fork ripped off. He watched as the pickup, coming from the other direction, collected Lulu's still spinning remains, sending the once-custom scoot back up the road to its owner, finally coming to a rest at his feet.

"Lulu was a real lady. And those clowns slapped her around like she was a puck in a giant air hockey game. How will I ever replace her?"

It's not that The Chief hadn't been trying. The insurance companies had coughed up nicely, so cash wasn't a problem. But stock bikes were ... well, they weren't Lulu. The Chief left each dealership more depressed than before. "I'll have to build

another Lulu," he said. "No way around it. But all that catalog combin', swap meet searchin', and wonderin' if she'll look right when she's together. I need a beer just thinkin' about it."

He needed more than a beer. He needed a rescue. We promptly led him through the door to the bike you see here. "The girls, the ones throwing darts, rode up on this," we told him. "Whaddaya think?"

The Chief circled the bike. "Paughco frame," he began. "Jesse James fenders. The stretched tank and dash look like a Perewitz design. LePera seat. Billet clamps. Motor's all S&S and Edelbrock. What's going on here? This is a quality ride. Ya say those girls own it? How the hell could they piece together something this fine?"

They didn't, Skeeter Todd did. He works for Nempco, as does Tracy (the girl with the deadly darts), and her bike is a Nempco *kit*. Stem to stem, top to bottom, everything was hand picked by Skeeter for assembly into this perfectly matched machine. No surprises because everything *belongs*.

"They call it 'Bike In A Box,'" we said. "It comes on a pallet with everything packed up in boxes. You paint it, pick some accessories, choose an exhaust, then put it all together with hand tools. (Check out our Bike In A Box Tech Tip, →

*ER* 289, July '97, for more info.) Tracy's bike here is the Desperado; they have another kit called the Warrior, which has more of an FLST look, but with a 21-inch front wheel. You can even cut your bill a little by gutting out Lulu and using her engine and tranny. It'll fit. Hell, Skeeter says anything from a Flatty up will work. So?"

The Chief was silent for a long time. Finally, he spoke: "It ain't Lulu," he said. "Ain't even close. Lulu, rest her soul, was never this nice! Let's go talk to those girls..." The Chief had returned. —*JK*

**Owner:** ............................. Tracy Perrino
**City:** ............................. Anywhere, USA

**General**
Fabrication: ....Essex Motorsports, Conn.
Year and make: ............1997 Style Glide
Model: ..........Desperado "Bike In A Box"
Value: ...................................... $17,000
Assembly: ..................Essex Motorsports
Chroming: ........................................ yes

**Engine**
Year and model: ................1997 custom
Rebuilder: ................................... all new
Ignition: ............................... Twin Power
Displacement: ................96 cubic inches
Lower end: ......................................S&S
Balancing: .......................................S&S
Pistons: ...........................................S&S
Cases: .............................................S&S
Heads: ................................... Edelbrock
Cam: ............................................ Crane
Carb(s): .................................. Edelbrock
Pipes: ......................................... Porkers
Modifications: ......JIMS lifters, Edelbrock air cleaner

**Transmission**
Year: ....................1997 "Trans In A Box"
Modifications: ................................ none

**Paint**
Molding: ....................Essex Motorsports
Painter: ......................Essex Motorsports
Color/type: ...eggplant blue/acrylic enamel
Special paint: ..............teardrop graphics

**Frame**
Year: ............................................ 1997
Type: ......................Style Glide wishbone
Modifications: ..................35-degree rake

**Accessories**
Bars: ............................................ FLH
Fenders: ..........................Jesse James
Headlight: .................6 1/2-inch Springer
Taillight: ..................................... custom
Pegs: .................................... Style Glide
Electrics: .........................Biker's Choice
Gas tank: .........Style Glide, by Perewitz
Oil tank: ................................ Style Glide
Oil system: ......................................S&S
Seat: ........................................... LePera
Mirrors: ............................... Style Glide
Grips: ................................... Style Glide

**Forks**
Type: .................................... Style Glide
Modifications: ....1.5 over, billet triple clamps

**Wheels**

**Front**
Type: ....................Style Glide Desperado
Size: ......................................... 17-inch
Tire: ........................................... Dunlop
Brake: ..................................... JayBrake

**Rear**
Type: ....................Style Glide Desperado
Size: ......................................... 17-inch
Tire: ........................................... Dunlop
Brake: ..................................... JayBrake

**Photos:** ....................Scott Cunningham

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# LIFE'S A HIGHWAY
## RIDE IT

### Easyriders Goes To Washington

Rob Rasor, AMA vice president of government relations, asked Bandit to attend its "Introduction to Washington" event. He was up to his ears, so he told me to pack up and hit the road.

I've attended many seminars designed to help motorcyclists deal with their elected representatives, but most are just repackaged versions of bikers telling war stories. This one was a complete, and pleasant, surprise.

The AMA, Rasor and his staff, AMA Washington rep. Rob Dingman, and AMA legislative coordinators Tracy Powell and Terry Cook put on one of the most professional operations I've had the pleasure to attend.

One of the things they did different was to recruit speakers outside of the motorcycling community, and they even threw in a NHTSA official to give everyone a true taste of what was to come. The object of this conference was to provide training on how to lobby, with the culmination being an appointment with an elected official, some of whom were not biker friendly. Those involved learned a valuable skill.

On Sunday, Joel Blackwell, of Issue Management Company, taught the crew about building relationships with their legislators and staffs. Taylor Bowlden, of the American Highway Users Alliance, spoke on coalition building, and the value of bringing in folks with similar, but not necessarily the same, interests.

Photo: courtesy of AMA
L to R: Mike Osborn, Sen. Trent Lott, AMA's Rob Dingman

An issue that often gets overlooked by the mainstream motorcyclists' rights organizations is off-highway uses of bikes. Lyle Laverty, of the Dept. of Agriculture, gave us insight into the minds of the Forestry Service. While we don't agree with what they're fighting for, we got to hear their side.

Dr. Maria Vegega, head of Traffic Safety Programs for NHTSA, was definitely not a "helmet choice" supporter; however, she got as good as she gave, and a spirited discussion followed. She was made aware of some local NHTSA practices, such as legislator lobbying (which is a departmental no-no), and the suggesting of specific legislation by local NHTSA employees. It turned out to be a valuable segment, with both sides learning something.

After lunch, Ilona Nickels, from the *Congressional Quarterly*, a well respected "inside the beltway" publication talked about how the "real" U.S. Capitol works. Joe Blackwell finished up the day by providing some secrets to "delivering the message."

Tuesday all the bleary eyed met for breakfast, and final briefing, and then were turned loose on Capitol Hill. It might've been the end of politics as we know it, but with the help and teaching of the AMA, 60 well-tuned grassroots lobbyists spent an effective day bringing their issues to the House members and Senators.

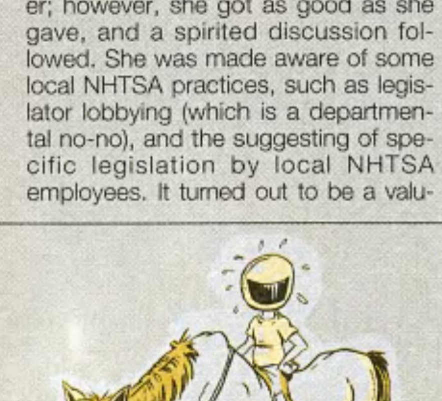
*Easyriders* made a lot of friends at the Convention Ride last year, and we were able to turn that into appointments with both the House and Senate leadership. A plaque was presented, on behalf of motorcyclists to both House Majority Leader Dick Armey and Senate Majority Leader Trent Lott. They'll both be giving us a hand with the federal legislation coming down the pike, and will help to make sure we don't get jammed up the way we did in '91.

*Easyriders* would like to salute the AMA, and thank them for having us. We look forward to next year's event, but in order to top this one it'll have to be a barn burner! *—Oz*

### Giddy Up Li'l Doggy

In their never ending quest to protect us from ourselves, the Center for Disease Control in Atlanta wants to put protective helmets on bull riders.

In California, things are really getting weird with AB 309, the hot new Assembly bill by our favorite legislator, Dick Floyd. If you thought you'd heard it all, we've got it here, helmets for horseback riders. That's right, if our Helmet King has his way,if you're under 16 years old, and want to climb on Old Bessie, you'd better have that lid fastened, or else ... I guess the local law will have to start ridin' trail.



On a more serious note, we've predicted this kind of thing for years. But why is Floyd doing this? I'm pretty sure there's not an equestrian center in his district, so who's sponsoring the bill? That's just one of the questions we're going to try and get answered. It might bring us some new friends; let's hope so.

*—Oz*

# FOUR CORNERS
## IRON HORSE RUN

Photos: Scotty Kevekes

If you read Bandit's story about the Four Corners Iron Horse Motorcycle Run last year (*Easyriders* August '96), you got a pretty good feel for what it's about, the meeting of the tribes—Native American and the Brotherhood of the Road.

Nestled in the Rocky Mountains is the Southern Ute Reservation and the tiny town of Ignacio, Colorado. With fewer than 2,000 residents, Ignacio swells to upwards of 40,000 travelers at the end of each August for the righteous annual five-day rally. The area is rich in tradition, gold and silver mines, the mountains to the north and high plains desert to the south, and 12 motorcycle tours a day keep the thunder alive well into the night. Movies like *Butch Cassidy and the Sundance Kid*, and *City Slickers* have been filmed there.

This is the rally's fifth year, with rally board member Warren Bernard as its current president (Warren's also a custom furniture maker, and is designing a display table for Bandit's knife collection). Over the last four years the rally's donated over $200,000 to local charities and MROs. Hosting the event will be Senator Ben Nighthorse Campbell (who rides a Road King and custom chopper), ABATE of Colorado, ABATE of New Mexico, and the Southern Ute Tribe. Sponsors include *Easyriders* magazine, H-D of Grand Junction and Aspen, Camel, Budweiser, Sky Ute Casino, Snap-On Tools, Chevron and Big Dog Radio Station.

If ya plan on makin' it there, which ya really should cause it's straight up righteous. Gate fee is $10 per day per person, or $25 for all four days, and includes limited free camping (better call quick for that). Also, call ahead for lodging in the nearby towns of Durango, Colo., (800) 525-8855; Aztec, N.M., (505) 334-9951; or Bloomfield, N.M., (505) 632-0880. Call Rally headquarters at (970)563-4171 for info, or write to Four Corners Iron Horse Run, P.O. Box 1505, Durango, CO 81302.

*—Glider and "Easy" Warren Benard*

# HALL OF FAME
## RODNEY ROBERTS

The state of Arkansas enacted its mandatory adult helmet law 30 years ago, and the motorcyclists there have been fighting it ever since. Eleven years ago, in 1986, the spark of resistance started to burn brighter with the birth of ABATE of Arkansas. This spark was fanned into a full-blown forest fire with the help of Arkansas motorcyclists and a determined bike shop owner by the name of Rodney Roberts.

The nerve center for Rodney's operation is Rodney's Cycle House, where, with the help of his wife, Sandy, he has spearheaded the almost stealth campaign to repeal the Arkansas helmet law. Working with Rodney toward repeal was his shop manager, Eddie Bunch, the original founder of the Motorcycle Political Action Committee (MPAC), and a longtime activist.

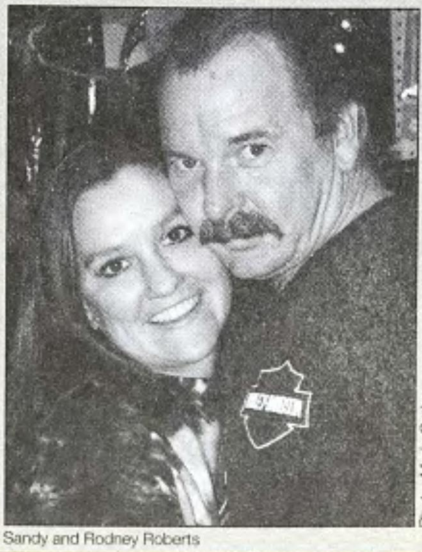


Photo: Maria Garber

Sandy and Rodney Roberts

On March 12, 1997, Rodney stood in the governor's office to see the fruits of his long fight ripen as Governor Mike Huckabee signed into law the repeal of the Arkansas law for adults 21 years of age and over. This is the first state in 14 years to accomplish this feat, and Rodney deserves the thanks of a grateful brotherhood in leading the way.

Thanks, Arkansas, and thanks Rodney! You have given a fine example to a country full of folks of the right way to get a job done.

*—Oz*

# SHORT STROKES
## LONG ROAD HOME

**I had the privilege of being invited to** England recently to the Battistini Trade show in Bournemouth. Rikki, Jeff, and Nigel, the Battistini partners, launch a show and party as well as NASA launches the shuttle. They currently represent Arlen Ness, Performance Machine and their own line of aluminum tanks to the vast European marketplace. Nigel's girlfriend, Nichola, kindly met me at the airport and hauled my tired ass to the southern coast of England—Nigel's a lucky biker. After a show that included a 20-piece band, dancing girls, and fashion models, I was whisked away to the Avon Tire plant near Bath. I discovered Avon tires are individually constructed by hand before being placed in giant molds. Their employees wear white gloves during the process of carefully manufacturing their 16-inch Gangster White Walls for a pure creamy, alabaster white wall. OK, so I was impressed. Then Clive Jones, the sales director, informed me that they are working on a program to match the whitewall color to that of any given bike. Imagine that. For more info call Larry or Max at Hoppe and Associates (206) 771-2115. This was rapidly becoming the trip of a lifetime, except for learning to drive on the left with a stick on my left. But the following day, with little info but the driving abilities of my distant second cousin, Sue Burns, I found the small village where my father was born in 1910. We went into the only 15th century cathedral in town and found the old man's baptismal record. Shortly afterwards I was almost run over by a bullet train while standing on the platform of a mid - 1800s train station my grandfather worked at. Finally, I spent a few days in a castle in Scotland, then got my ass home. I'm back where I should be, building another bike and finishing my next book, which should be out in June. **Now here's the news.** Lynn, one our shapely, heart-filled Fox Hunt contestants, is assisting with the Fast Motors Third Annual Bike Show to benefit the KIDS Center in Bend, Oregon. For more info contact Susan Robinson, KIDS Center Coordinator, (503) 383-5958...**Our most junior assistant**; **Scott McCool** (we had to hire the guy—whadda name, plus he rides an old highbar Shovel) lives about 30 miles from the office, and on one of his hair-raising trips home, through traffic, his backpack, poorly bungied to his vibrating rear fender, fell off. A gentleman following him saw it, got off the freeway, went back the other way, and returned to pick up the bag—hoping it was fulla drugs or a cash. But since it wasn't, he was kind enough to return it to ABATE of Ventura (Calif.). Although Scott is a long-running, hard-working member of ABATE, the staff divvied up all his shit and burned the bag—I'm kidding. The brother who went to all the effort to retrieve the bag, Neil Morris, has his own newspaper and rode Harleys for years...**Recently, in an attempt to pass a helmet repeal**, 14-year-old Kimvi Gannon got a day off from classes to testify in favor of the repeal at the state house. "I like to wear helmets," she said, "but voluntarily." Her dad, Bill, has been involved in motorcycle rights since the beginning of time. Right, Bill?...**This is a strange country**. About the time you think the restrictions are going to take the last element of our lifestyle away, states begin to repeal helmet laws. About the time you think America will never have another bike aside from Harley, three other manufactures crop up. And about the time you think the media will never get off their insurance-backed high horse about safety, reporters begin to ride. Gangster Al in Arkansas sent me a news clipping with an editorial from Patti Pfeiffer about her first ride. She was obviously impressed and converted in one run through the gears. Hear, hear!..**Bear, locked down in Folsom** wrote to comment on Gene Koch's distress signal. He felt the signal was too small and suggests that bikers in need of assistance, and not having a beer alongside the road, turn their bikes around to face the opposite direction or park with the front wheel to the curb. Not a bad idea... **And finally, the ridiculous**. Some less than sharp individuals in Indiana banned wheelstands and backed the restriction with a $500 fine and the threat of imprisonment. Fortunately, Rep. William Ruppel, R-N. Manchester, initiated a successful repeal. With that and an exciting, stroked riding season at hand, I'll get back to the garage. Ride forever. —*Bandit*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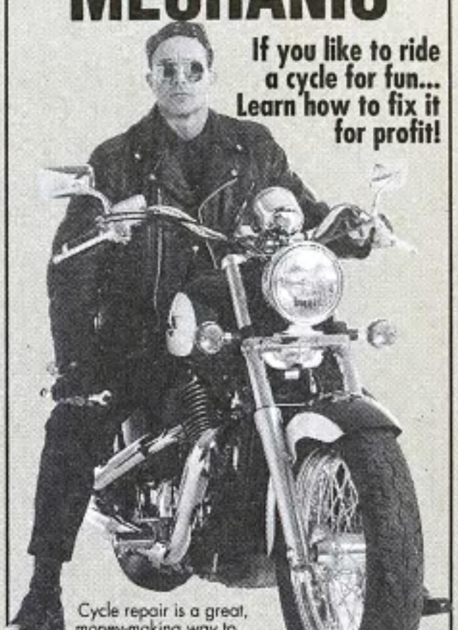


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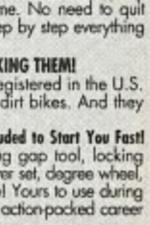



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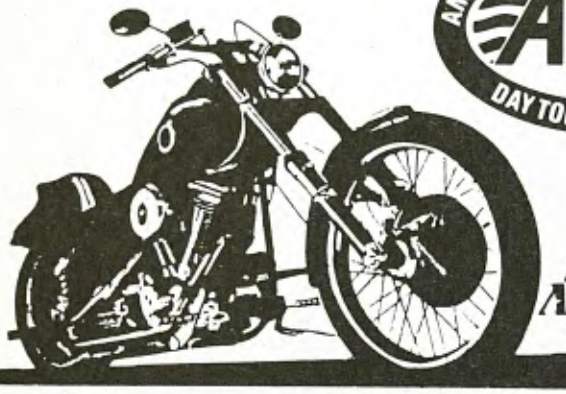

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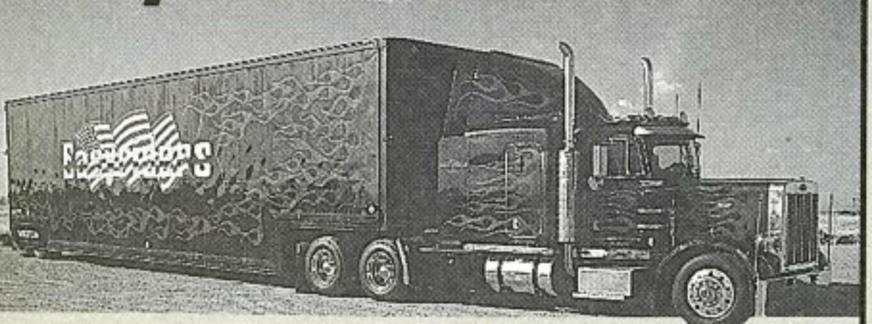

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# ROAD TUNES

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There's a definite brotherhood between bikers and truckers. We're all part of a breed born with that gypsy blood ... a wild bunch that finds the freedom and adventure of the road more alluring than four-door sedans and weekends at the mall.

Just outside of Oklahoma City is an old-style truck stop with jukebox selectors at each table. A handful of quarters got me some dinner music.

*I like my women just a little on the trashy side ...*

I heard a voice from the booth behind me. "Whatever happened to real country music?" said a good ol' boy in a Peterbilt cap. "I'm talkin' Dave Dudley, Del Reeves, Merle ..."

"Partner," I said, in my finest philosophic tone, "everything changes, but there are a lot of young guns in country music carryin' on that traditional sound. Groups like Confederate Railroad are keepin' the *heart* in the heartland."

*I got to ride that big iron horse past the city limit sign ...*

Their music—country with that fine Southern-rock edge—hooked me from the beginning. With their first release in '92, I was a fan. Six guys singin' about trashy women, drinkin', Mama, love, lust, and trouble with the ol' lady are my kind of band. They are real people, too.

There are a couple of new kids on the guitar-slinger block: Johnny Lang and "Monster" Mike Welch.

*Lie To Me* is Lang's debut disc. As far as street-level, down-and-dirty, serious blues-rock goes, it could be the year's best.

"Monster" Mike Welch's new disc, *Axe To Grind*, will definitely entertain you and your neighbors.

And a tip of the battered black cap to Branscombe Richmond, *Renegade* co-star—not only a good actor, but he plays a mean axe and leads a smokin' band. —*Bill Hayes*

# MADD IN CONNECTICUT
## THE STRAIGHT DOPE

The questions surrounding the agenda of Mothers Against Drunk Driving (MADD) and the possibility of their support of a legislative agenda including a mandatory helmet law have been clarified. Recently, I had the opportunity to speak with Ms. Janice Heggie, president of the Connecticut chapter of MADD. This conversation was the result of the efforts of Tom and Cathie Callinan, Connecticut Motorcycle Riders Association (CMRA) members and members of New Haven H.O.G., and I thank them both for their efforts and help.

Ms. Heggie made it clear that the Connecticut chapter of MADD has no plans to support any legislative efforts in 1997, concerning the issue of the helmet law. She also made it clear that the Connecticut chapter of MADD, like every other state chapter, takes its directives from the National MADD organization. While the Connecticut chapter will not be involved in our issue this year, Ms. Heggie was very honest in admitting that they have no control in terms of setting next year's agenda or any future agenda. If National MADD directs its state chapters to support a helmet law in 1998, or some future year, Connecticut MADD will have no choice but to support such efforts in Hartford.

She also implied that indeed National MADD is tied to the Advocates for Highway Safety in terms of defining and shaping their agenda. Again, the state chapter is not directly linked to the Advocates but the agenda that comes from National MADD, which Connecticut MADD must follow, is linked to them.

This legal structure which forces Ms. Heggie and the Connecticut MADD organization to conform to the National MADD agenda provides little comfort to us in terms of the future. Our friends in 1997 could quickly become our adversaries in 1998. However, neither we in the CMRA nor Ms. Heggie and the Connecticut MADD chapter can change that. As an organization, the CMRA will continue to work and support the efforts of Connecticut MADD until such time as their agenda changes in such a way that threatens our right to decide when and where to wear a helmet. I sincerely hope that time never comes.

As individual motorcyclists, we each need to make our own informed decision regarding what groups we will support financially and in other ways. The Advocates for Highway Safety are a threat to all motorcyclists and their freedom of choice. I am personally very uncomfortable with the relationship between the Advocates, National MADD and the Connecticut chapter of MADD. Some would argue that the "core mission" of Connecticut MADD is so important that it warrants overlooking this affiliation. That's your choice to make.

*—Richard Paukner, CMRA*

# SCREWED AGAIN!
## GOLFER BOGEYS

Illinois ABATE member Emmet Draney was injured in a hit and run accident while working as a road guard at the Dukane Toy Run last October. Julie Greek is the woman who ran over him. She reasoned that due to her need to get to a golf game, coupled with the fact that she felt inconvenienced by our motorcycle parade, it was "acceptable" to run over Emmet. Emmet suffered a ruptured disc and has been in pain every day since.

Ms. Greek was issued two tickets once the police tracked her down at the first tee on the golf course. One ticket was for "driver's failure to exercise due care," and the second for "leaving the scene of an accident with death or injuries involved."

In December, Emmet had surgery to remove his ruptured disc. A few days after his operation, a plea hearing was held in which the "golfer" was let go, with what equates to a mere slap on the wrist. The assistant state attorney allowed dismissal of the ticket for "leaving the scene," and fought for only a $100 fine and three months court supervision on the other charge. Apparently it pays to drive a Lexus!

We're in the process of gathering more info pursuant to this case from the state attorney and the police departments involved. Once it is all put together, the membership of Dukane ABATE will let those involved in trying this case about our displeasure over the outcome. It's appalling that the organizers and participants of the area's largest bike charity event are seen as second class citizens just because they ride a bike or look different from John Q. Public. It seems that it doesn't matter if we are helping potentially thousands of people in the community. This stinks and we will continue to keep you all posted on this one.

*—Liz Gibson, ABATE of Illinois*

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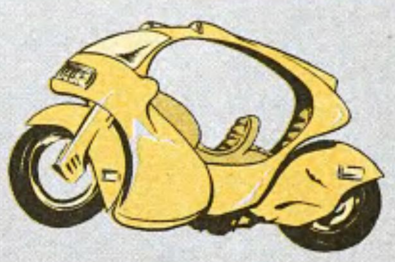
# GLOBAL
## HORROR



What is happening to motorcyclists around the world concerns me, and it why we need to be ready to enter the fight of the century against manufacturers. Japanese manufacturers want to be allowed to make just one set of models for the entire world. "Global standardization or harmonization," means a whole new world of ended freedoms.

Some examples: If you buy a new bike and want to change the oil yourself, forget it. A dealer now performs all maintenance. Want to change those stock tires and upgrade 'em to a better set? The only tires your dealer can install is another set of the same crap. Some chrome? All aftermarket industries are out of business. Everything on that bike has now been made "altered or tamper-proof."

These are just a few of the many aspects coming from across the seas. As a motorcyclist in the U.S., how would you feel about leg bolsters, which are straps holding your legs in the fairing of your new bike that includes an air bag? Oh yes, your bike will also conform to the 80db decimal noise limit already in place in 68 European countries. So, think twice about getting on the expressway because there are serious power limitations on that mandated ultra-quiet motor and you may not feel the get up and go you're used to. As a matter of fact, if the new horsepower limits are in place, your top speed could be only 50 mph.

Did I even mention all the extra taxes you'll be paying for your motorcycle? I've heard reports that up to 50 percent of us won't be able to afford that bike in the first place.

Yes, the motorcycle of tomorrow will look odd from all the noise limiting, exhaust limiting, and safety features. Those of you still riding after I'm too old to join you may be on some exotic machines indeed.

—*Gary Wayman*

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27152-86 38mm, adj M/J.........$175.95
27153-86 Kit,38mm, adj M/J..$199.95
27152-87 40mm, adj M/J.........$187.95
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Retains Stock Cables 90-★ BT 88-★Spt
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Other Sizes Available
20% Applied
530-102 Rear Chain, diamond (102 links)....$31.96
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CHOKE KNOBS
Fits 81-★ most models
65-285 Smooth..... $29.60
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20% Applied
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H-CX $103.95
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Replacement Filter for H-CX
H-X $5.60
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Fits All Models
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89-Down
Gold Card Members Only
PINGEL® HIGH FLOW FUEL VALVE W/METRIC NUT
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20% Applied
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For 86-★ FXST, FXDWG, FLST
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40952-82S 16" stainless............................$332.
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40975-86 21" chrome..........................$264.
40975-86S 21" stainless.....................$312.
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08-007 16" Rim, 3.5.........................$56.
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82-88 FXR 9100-3 $62.95
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8019 Fits Swing-Arm, Elect Start..........67-78 XL $149.95
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BROS CLUB

Offer expires December 31, 1997


# SUCCESS STORY

Photo: Samuel Auchincloss

Nick "Troll" Koonce of Santa Barbara, California, spent the last several years constructing a custom H-D trike that met his special needs as a disabled rider. But when he took it to the CHP for the "special construction vehicle inspection," the trike passed but he was cited for "driving without the proper license or endorsement." In California, two convictions of this violation are grounds for vehicle forfeiture and sale by auction.

Troll successfully argued that the California DMV Driver's Training Motorcycle Handbook clearly states, "any three-wheeled motorcycle, including motorcycles with a sidecar attached may be operated with a Class C or automobile license."

Commissioner DeCaro dismissed the case but warned Troll the harassment may occur again and suggested he contact his local legislator concerning his problem. Because of his physical limitations, he was unable to obtain a Class M or motorcycle license, thus rendering his $30,000 project nothing more than an expensive and frustrating conversation piece. And, as predicted, law enforcement continued its harassment. Taking DeCaro's advice, Troll wrote a letter to Assemblyman Brooks Firestone, of the 35th District.

Firestone's office not only contacted the DMV, but CHP Commissioner Dwight Helmick for clarification of the law. In a letter sent back to Firestone's office, Helmick agreed with Troll. Helmick also stated that steps would be taken to ensure this does not happen again.

Troll's accomplishments should be viewed as an inspiration to all physically challenged people who want to get into the wind. Congratulations, Troll, and continue to ride free.

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# WHAT'S HAPPENING

**ALASKA**
4th of July Run
Date: July 4-6
Info: (907) 522-8574

Christmas in July
Date: July 26
Place: Anchorage
Info: (907) 522-8574

**ARIZONA**
Chili Cookoff
Date: July 6
Place: Pines Bar, Prescott
Info: (520) 639-0318

Laguna Mountain Run
Date: July 11-13
Place: El Prado Campground, Yuma
Info: (520) 782-1931

Too-Broke-For-Sturgis Run
Date: July 25-27
Place: Watson Lake Park, Prescott
Info: (602) 243-9479

**ARKANSAS**
Memorial Ride
Date: July 12
Place: Little Rock
Info: (501) 847-8345

Turner Bend Bash
Date: July 18-20
Place: Mulberry River
Info: (501) 521-1144

**CALIFORNIA**
Hollister's 50th Anniversary
Date: July 4-6
Place: Hollister
Info: (800) 997-2925

Trinity Lake Run
Date: July 11-12
Place: Trinity Lake
Info: (916) 442-4727

Beach Ride '97
Date: July 13
Place: Ventura
Info: (310) 391-1294

DOVE Poker Run: benefits abused women and kids
Date: July 27
Place: San Bernardino
Info: (909) 888-8877

**CONNECTICUT**
CMRA Summer Swap
Date: July 13
Place: East Hartford
Info: (860) 585-6684

**GEORGIA**
ABATE of Ga. Decide Ride
Date: July 26
Place: Griffin
Info: (404) 294-8900

**HAWAII**
Mo'opuna O'Hawaii Bike Blessing
Date: July 20
Info: (808) 591-0026

**IDAHO**
Sun Run Picnic
Date: July 18-20
Info: (208) 788-5497

ICMS Fun Rally/Rodeo
Date: July 18-21
Info: (208) 343-7452

**ILLINOIS**
Goat & Angel's July 4 Party
Date: July 4-5
Place: Fulton County
Info: (800) 872-2283

1997 CMA Nat'l Rally
Date: July 9-10
Place: Lincoln
Info: (501) 389-6196

Annual Helmet Roast
Date: July 12
Place: Riverfront Lounge, Wilmington
Info: (708) 458-3845

Ride for Kids: benefits Pediatric Brain Tumor Foundation
Date: July 13
Place: Oakbrook
Info: (800) 253-6530

Gypsy Run
Date: July 26-27
Place: ABATE SW Region
Info: (800) 872-2283

**INDIANA**
Hawg Waller
Date: July 4-6
Place: Kosciusko County
Info: (317) 422-8040

Freedom Run
Date: July 5-6
Place: Decatur County
Info: (317) 422-8040

Bean Blossom Boogie
Date: July 17-19
Info: (317) 422-8040

**IOWA**
ABATE Freedom Rally
Date: July 3-5
Place: Humboldt
Info: (515) 858-5001

River Ride/Family Campout
Date: July 19
Place: McGregor
Info: (5150 858-5001

Motorcycle Madness
Date: July 20
Place: Anoka County Fairgrounds
Info: (612) 444-9685

**KANSAS**
Blackjack Run
Date: July 24
Place: Wichita
Info: (316) 267-6677

**KENTUCKY**
KMA/KBA Poker Run
Date: July 12
Info: (502) 683-3255

Little Sturgis
Date: July 18-20
Info: (502) 683-3255

**LOUISIANA**
Cajun Chapter July 4th Party
Date: July 4
Place: Lafayette
Info: (800) 393-5966

Poker Run & Father's Day Picnic
Date: July 26
Place: Baton Rouge
Info: (800) 393-5966

**MAINE**
Regional Rally
Date: July 4-6
Place: Athens
Info: (207) 338-5032

Mystery Tour
Date: July 13
Place: Bryant Pond
Info: (207) 363-8665

Twin River Bash
Date: July 25-27
Place: Howland
Info: (207) 989-1597

**MARYLAND**
Tradesmen Event
Date: July 4
Place: Capitol *Easyriders*, Gaithersburg
Info: (301) 670-4644

Annual Spring Bike Show
Date: July 12
Place: Capitol *Easyriders*, Gaithersburg
Info: (301) 670-4644

**MASSACHUSETTS**
Ride-In Bike Show
Date: July 12
Place: Rte. 20 Sports Bar, Palmer
Info: (800) 432-1662

Alzheimer's Run
Date: July 26
Info: Griz (413) 283-6027

**MICHIGAN**
Ride In Bike Show
Date: July 5
Place: Little Lake
Info: (906) 942-7896

Poker Run & Pig Roast
Date: July 19
Place: ABATE Region 17A
Info: (906) 359-4533

ABATE Reg. 1 Pig Roast
Date: July 26
Info: (906) 884-2347

**MINNESOTA**
MMRA Hill Drags
Date: July 13
Place: Mankato
Info: (800) 541-1704

**MISSOURI**
Buckhorn Blast
Date: July 4-6
Info: (573) 774-6270

Christmas in July
Date: July 18-19
Info: FORR: (800) 309-RIDE

Little Sturgis
Date: July 19
Place: Boothreel
Info: FORR: (800) 309-RIDE

**MONTANA**
Independence Day Run
Date: July 5-6
Place: ABATE SW Chapter
Info: (406) 225-9301

Montana State HOG Touring Rally
Date: July 18-19
Place: Great Falls
Info: (406) 252-2888

Memorial Run
Date: July 27
Place: Missoula
Info: (406) 543-0356

**NEBRASKA**
Freedom Fighter's Rodeo
Date: July 11-12
Info: (402) 333-8098

**NEVADA**
Hound & Hair Nite Run
Date: July 13
Info: (702) 870-6121

Elk Bend Run
Date: July 24-27
Place: Battle Mountain
Info: (702) 635-5579

**NEW JERSEY**
Ocean Chapter Pig Roast.
Date: July 13
Info: (908) 549-1990

**NEW MEXICO**
ABATE of NM State Picnic
Date: July 26-27
Info: (505) 585-9789

**NEW YORK**
ABATE Helmet Protest Ride
Date: July 4
Place: Niagara Chapter
Info: (315) 448-1961

ABATE State Party
Date: July 18-20
Info: (315) 448-1961

ABATE Dice Run
Date: July 20
Place: Orleans Chapter
Info: (315) 448-1961

**NORTH CAROLINA**
CBA July 4th Party
Date: July 4
Info: (704) 399-3990

Inkdependence Bash
Date: July 10-13
Place: Charlotte
Info: (704) 932-1872

MDA Ride to the Mountains
Date: July 20
Place: Randolph County
Info: (704) 399-3990

**NORTH DAKOTA**
WBR Toy Run & Party
Date: July 12
Place: Spring Lake Park, north of Williston
Info: (701) 223-5609

Viet Nam Vets MC Summer Bash/Memorial Run
Date: July 12
Place: Valley City.
Info: Lars (701) 439-2444

**OHIO**
Freedom Rally '97
Date: July 4-6
Place: New Sumerset
Info: (800) 25- ABATE

Ride & Rock Party
Date: July 19
Info: (800) 25- ABATE

Ride for Kids: benefits Pediatric Brain Tumor Foundation
Date: July 26
Place: Marysville
Info: (800) 253-6530

Scavenger Hunt
Date: July 26
Place: Medina County
Info: (800) 25 ABATE

**OKLAHOMA**
COD Camel Pro Party
Date: July 19
Info: (918) 834-6112

Swap Meet
Date: July 27
Place: Oklahoma City
Info: (918) 834-6112

**OREGON**
Stump Lake Run
Date: July 26-27
Info: (541) 673-6120

**SOUTH DAKOTA**
Sturgis Ink Bash
Date: July 30-August 10
Place: Sturgis (during the Rally)
Info: Bill (704) 932-1872

**TENNESSEE**
CMT/ABATE Liberty Run
Date: July 5
Info: (615) 883-5024

CMT/ABATE Canoe Run
Date: July 12-13
Info: (615) 883-5024

**TEXAS**
July 4th Run
Date: July 4
Place: Moffat
Info: Cruzer (817) 698-1379

**UTAH**
Steel Pony Rodeo
Date: July 5
Place: west of Ft. Duchesne
Info: (801) 781-0310

**VIRGINIA**
Summer Fun Poker Run
Date: July 20
Place: Shenandoah H-D
Info: (540) 942-1340

**WASHINGTON**
Hombres MC Clam Run
Date: July 11-13
Place: Bremerton
Info: (206) 643-9675

Toy Run
Date: July 19
Info: (206) 643-9675

Mystery Run
Date: July 19
Info: (206) 643-9675

**WEST VIRGINIA**
Bikers Against Family Violence Run
Date: July 26
Info: (304) 387-4030

**WISCONSIN**
Statewide Year-Round Poker Run
Date: through July 1998
Info: (800) 386-4442

ABATE State Party
Date: July 18-20
Place: Neillsville
Info: (800) 386-4442

**INTERNATIONAL**
**CANADA**
Mosport Rally
Date: July 19-20
Place: Mosport Racetrack, Ontario
Info: (905) 655-5403

**SPAIN**
"Viva Las Vegas" Bike Show
Date: July 25-27
Info: 443.16.06

**RACING EVENTS**
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## EASYRIDERS '97 RODEO TOUR

**July 4-6**
Orange County Fairgrounds
Middletown, New York

**July 11-13**
Waukesha County Fairgrounds
Waukesha, Wisconsin

**July 18-20**
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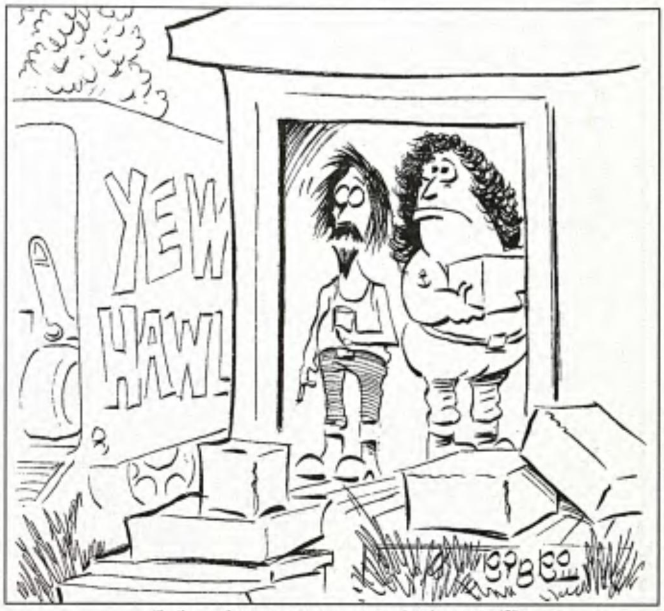
# PASSING GAS

"For a while there, I thought the ol' lady was gonna try to stick me with baby-sittin' the kid!"




"Is the welcome wagon supposed to be *armed?*"

The night nurse at the mental asylum picks up the phone. On the other end is an agitated bro who asks, "Did one of your loonies escape today?"

"I don't think so," she says. "I just did the nightly bed check."

"Well, check again, would ya?" asks the agitated bro. "'Cause somebody took off with my ol' lady."

Klingon
The Empire

Some anthropologists were studying the Native Americans of Quebec. They were preparing to travel downriver with the tribe, so they hurriedly dashed off a note to their suppliers with a request for two punts and a canoe. A week later they received a card from their supplier that read: "The girls are on the way, but what the hell is a "panoe"?"

El Vee
El Lay

"I'll need $5,000 now, and another $5,000 after I make the hit."

After Kaister passed away, he found himself roaming the corridors of hell. Deciding to look around, he began strolling from one fiery passageway to another.

Suddenly, Satan himself popped up in front of him, looking very pissed off. "What in the fuck do you think you're doing?" he bellowed.

"Just checking out the new pad," answered Kaister calmly.

"You act as if you own the place!" roared Lucifer.

"I do," said Kaister. "My ol' lady gave it to me."

Fast Frank
Portland, Ore.

"There's good news and bad news," the divorce lawyer told Panhead Pete.

"I could sure use some good news," sighed Pete. "So let me have that first."

"Your wife is no longer demanding that your future inheritance be included in the settlement," said the attorney.

"And the bad news?"

"After the divorce, she's marrying your father."

Duffy
Livingston, Texas

"I'm worried that I'm losing my ol' lady's love," Mad Mike told the marriage counselor.

"Has she started to neglect you?" asked the shrink.

"Not at all," Mad Mike replied. "She meets me at the door every day with a cold beer and a warm kiss. My bike's always polished; she's a great cook; the pad is always neat, and she keeps the rugrats out of my hair. She lets me choose all the TV shows we watch, and she never objects to kinky sex or says she has a headache."

"So what's the problem?"

"Maybe I'm just being too sensitive," the dejected bro ventured, "but at night when she thinks I'm asleep, she puts her lips close to my ear and whispers, 'Die! Die! Die, you sonuvabitch!'"

Paulette
Stratford, Conn.

How many telemarketers does it take to change a light bulb?

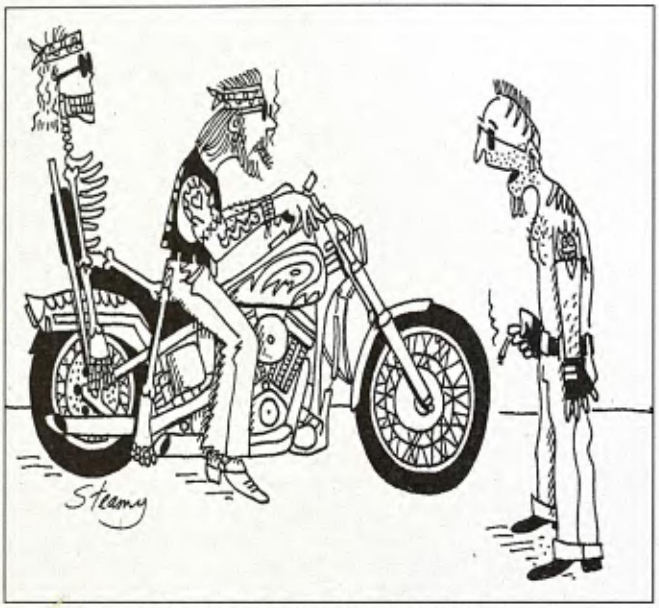
Only one, but the asshole has to do it while you're eating dinner.

DeeCee
The Capitol

How does a blind parachutist know when he's about to land?

The leash goes slack.

Doc Tillis, DDS
Denton, Texas



"Hey, man, that's a real *old* ol' lady ya got there."

A biker with a parrot perched on his shoulder walks into a bar and orders a beer and a shot. The bartender sets him up and says, "That's really cool—where'd you find him?"

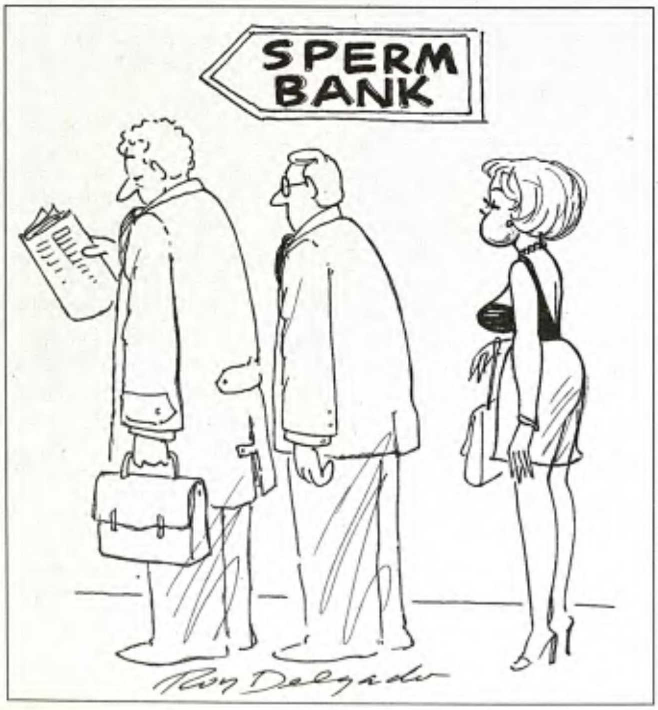
"Sturgis," replies the parrot. "They're all over the place."

Daryle Hyten
Florence, Ariz.

Why are mailmen such lousy lovers?

'Cause they're always late, and when they finally do come, half the time they put it in the wrong box.

Postman Jim
Making Rounds



"It's the only way she'll dance with me—she says my breath stinks."

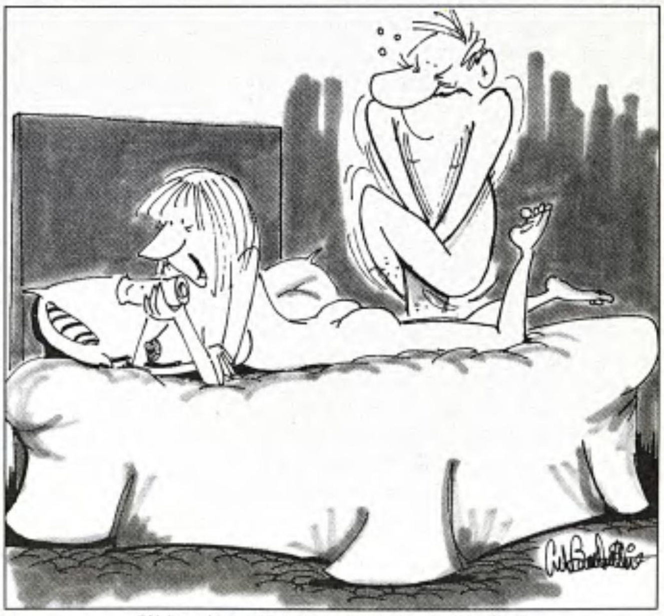
A surefire way to tell you're putting on too much weight: your leathers develop stretch marks.

Big Al
Fairhaven, Mich.

Didja hear about the chick who fell madly in love with her vibrator?

It was an on-again, off-again relationship.

Abbey
Suckville, Mont.



"Wait a minute, this isn't the K-Y jelly—it's Ben-Gay!"

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

# TALKING TECH

### START ME UP ... PLEASE!

I have a problem with my '75 XLH Sporty 1000 that's getting to be a pain in the neck. I was riding back from Sturgis '96 when my bike backfired out of the rear exhaust and then died. Well, I haven't been able to get it started ever since. This is what I've done: cleaned the carb, new points, new condenser, new plugs, check the coil, plug wires, checked battery, put new gas, adjusted the pushrods, checked the cam and weights, but nothing seems to work. The compression is fine, also.

When I try to start the bike it sounds like it is out of gas. It turns over fine and there is spark everywhere; it's just not starting.

John C. Vigil
Raton, New Mexico

*Well, as a wise man once told me, there are only three things necessary to make an engine run: fuel, air and spark. That, and compression. Verify your pushrod alignment to see if they are all seated in the rocker arms, first off. It is possible your rear exhaust valve is stuck closed, which would give you a proper compression reading, but the thing is, the bike should still try to fire the front cylinder, if everything's OK up front. It may be worthwhile to pull the rocker boxes and have a look at the springs to see if all's well there. Reverify your spark by pulling the rear lead (and the front too, while you're at it) and plugging in some new plugs. Lay them on the engine so that they can ground out to fire, and give it a kick. Have a buddy watch for the sparks if you can't get a good view. Other than that, I'd suggest going back through the wiring system and checking for shorts, and other electrical gremlins. A continuity tester would be a bonus here, because you can check for broken wires and bad connections easily. Good luck.*

### A THOUSAND LASHES

Back to the April issue. The first point I would like to make to Mark about his so-called Knuckle that he just purchased is this: Harley-Davidson *did not* manufacture a Knuckle in 1932. Production on the Knuckle didn't start until 1936. The first production was an EL 61 OHV which happened to be the first OHV motor and also the first circulating oil system. Not to mention it was the best fuckin' motorcycle built! Mark should check the number stamped on the case for verification as to which motor he actually has in the frame. No raisin pie this month!

Wizard
Toledo, Ohio

*Ye Gods! What did I let slip by this time! I'm glad you guys were able to catch this one, and hopefully Mark will check things out. Just think ... one little number caused all of this confusion ... I saw '32, I even typed '32, but somewhere in the rusty innards of my brain, I was seeing '36. Damn, I must have had too much Jack Daniels Number 9 to drink that night. Thanks for the proofreading, and I am sorry for the screw up.*

**Editor's note***: After reading Wrench's weak sister response to a major fuck-up we had him come in so we could tighten the bolt in his neck!*

### A NICE THANK YOU

Thank you. Your January '97 Talking Tech was a revelation. I graduated AMI in '81 and have been afraid to run synthetic oil because I thought it would make the bearings slip instead of roll. You explained it perfectly. Period.

Two questions though: Can I switch to synthetic in a stroked Shovel with several miles on it? Also, what about adding Slick 50?

John Neuman
Gore, Oklahoma

*Well, as with any new technology, there are always skeptical opinions and misinformation. Synthetic oil is not a miracle compound, but merely a better formula for engine lubrication. I wouldn't hesitate the switch in your Shovel. I mean, this isn't like changing the color of your paint, you're switching oils. Just the same as if you used 20/50 on an oil change after running straight 50 weight. Change the filter and inspect the tank for debris. That's just basic maintenance. As far as Slick 50, I've done testing, and haven't been able to justify the expense since I noticed no difference. That is strictly my own opinion.*

### LOCK DOWN

Within the last five years you printed a Tech Tip article on making a way to lock your bike to the floor of your garage by digging up the cement and adding cement to cover the bar that the bike is locked to. I lost the article and would like to buy the magazine. Any information you could give me would be greatly appreciated.

Michelle L. Eicher
Monroeville, Pennsylvania

*Check out our* Tech Tips and Tricks #3, *page 98, for a righteous garage chain anchor. Now, here's some sage advice from ol' Wrench, having been a bike theft victim myself: There ain't a lock made that can't be cut with a torch. Do all you can for your peace of mind, but remember, there are two things every bro should have in his bedroom, and one of 'em is his scooter!*

### GOOD SEAL, BAD SEAL

I have a 1988 FLSTC with 54,000 miles on it. Here's the problem: I change the primary oil about every 4 to 5,000 miles and have around 2 to 2 1/2 quarts of motor oil in the primary. I put a new main seal in it, and it didn't help. Could I have another bad seal or something else? I may do a top end on it this winter. Is there something else I should be looking for at this time? Plugged oil lines, bad oil pump or something else?

Greg Trolla
Tomahawk, Wisconsin

*Two things: First off, make sure you're installing the seal in the right direction. This may sound elementary, but a seal in backwards will do the exact opposite of its intended purpose. Second, get another new seal, and a sprocket shaft oil seal spacer from Jims Machine (p/n 24002-70). It could just be that the one on your bike has a groove worn in it from the seal and various debris. Harley-Davidson had weak left case problems into the early '90s. Take it to a dealership to be checked. You may need more than a top end job.* ⊙

---

**How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.**

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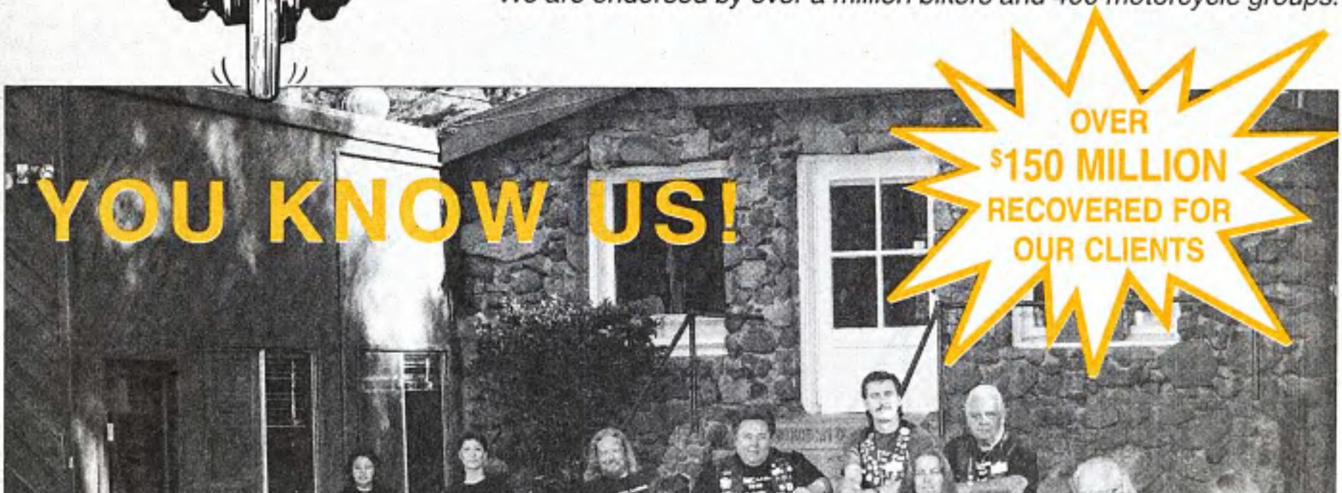


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# BROS CLUB NEWS

## THE PARTIES HAVE JUST BEGUN

### A Smokin' Summer

I'm back in SoCal after the Columbus Bike Show, and it's great to be back. Although it froze, the weather didn't slow people down. The lines were hanging out the doors all three days.

The Bros Club lounge saw plenty of action; the cookie plates and coffee pots showed plenty of abuse. We signed up 110 new members this year, more than any other, thanks in part to our sizzling sales assistant Tracy Brewer.

Obviously, I get excited when we add so many new members. This is how we judge the success of the service.

*Easyriders* of Fresno store staff.

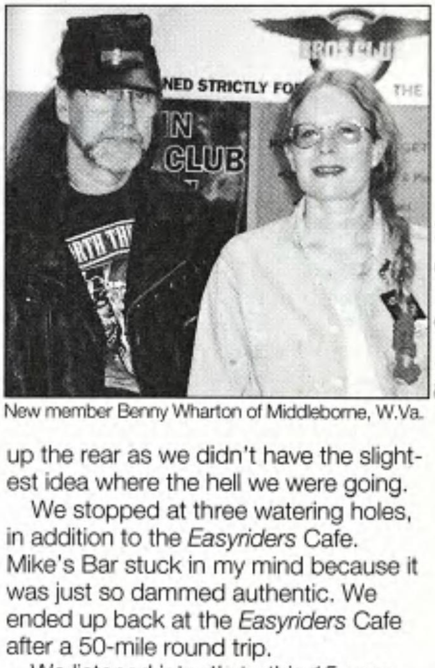
Sparky, my Bros Club bike, finally got her front fender mounted just in time for us to get on the road again. Word is, it's going to be a banner year for riding events, and I'm going to hit as many as possible. The Capitol *Easyriders* Store in Gathiersburg, Md., is planning a poker run on August 16-17. Contact them for more details.

Daytona Bike Week '97 is over and this year we had better weather than either '95 or '96. Main street was packed as the sunshine blazed on the myriad of riders. The Bros Club Lookout (Lounge) was even more crowded than usual, due in part to April, our new hostess, who made some spicy sandwiches.

Kenny and Diane McGurk were there; Kenny thinks the balcony is the best perch to shoot down girls' tops. Senator Ben Campbell stopped by. Rip was thëre too—it's hard to keep a good man down. Members showed up from all over the world, including, Italy, Holland, Canada, and Germany.

While I was there, Leon Hatcher from *Easyriders* of Fresno Ca, and the soon-to-be Myrtle Beach, mentioned that they were having a poker run the following weekend in Fresno. It was designed to raise money for the Craycroft Center so they can build a park for the kids who live there. He said the Cafe and Bros Club were involved, would I like to join in? Let's see...a charity party, poker run, free music, a tri tip lunch, and Bros Club members? *Hell yeah*!

We rumbled up to the store about 10 a.m. Saturday, and Scream City, a local M/C club, was there to sign up everyone. Leon, Greg King, Mike Purcell, Bill Doyle from the Fresno Store, and I all rode out together. Sparky and I brought up the rear as we didn't have the slightest idea where the hell we were going.



New member Benny Wharton of Middleborne, W.Va.

Photos: Gregg Daniel

We stopped at three watering holes, in addition to the *Easyriders* Cafe. Mike's Bar stuck in my mind because it was just so dammed authentic. We ended up back at the *Easyriders* Cafe after a 50-mile round trip.

We listened intently to this 15-year-old boy play the guitar at the cafe. He was the nicest kid who turned into a demon when he hit the strings. His name is Corey Bates and he plays straight from the gut. He is going to be playing at the *Easyriders* Cafe for as long as they can hang on to him, so don't miss him if you're in the area.

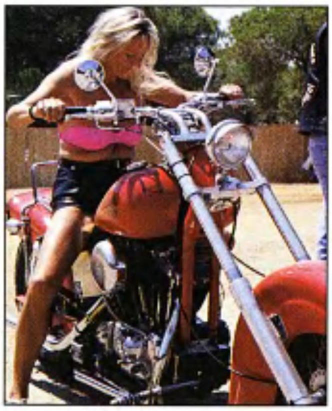
Reach me online or by mail. E-mail is the best way to catch me when I'm on the road. My e-mail address is BrosClub1@aol.com. My mailing address is: Gregg Daniel c/o Bros Club P.O. Box 3000 Agoura Hills CA 91376-3000.

See ya on the road.

*—Gregg Daniel*

# PUTTIN' & PARTYING IN PORTUGAL

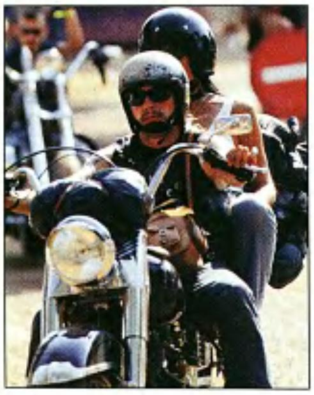
THE FAR OUT FARO RALLY



To say I enjoy the Faro Rally each year is an understatement. It's a bit like saying riding a Harley is OK, but I can take it or leave it. I'd spent the week coming down the coast of Portugal prior to the rally. I was relaxed and high on anticipation, since the two previous visits I had made to the event had been a blast, and probably the best parties I had ever had the pleasure of covering in this part of the world. The friendship and brotherhood of Moto Clube de Faro is enormous. I feel really at home the instant I'm with these guys.

Most of the early part of →

Friday was taken up meeting with my old Faro friends, but by noon the place was so packed with visiting bikers, I began to work. After tramping around the campsite for a couple of hours, it was evident that bikers were traveling farther and farther to come to this event each year. For example, last year I'd met two people who had ridden in from Helsinki, Finland. But this year there was a Finnish invasion, not bad when you consider it is at least a seven- or eight-day ride in each direction. It's not the same as bikers taking that long to ride to Daytona or Sturgis, either, because this is only a three-day event.

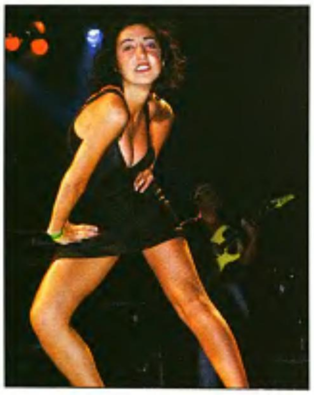


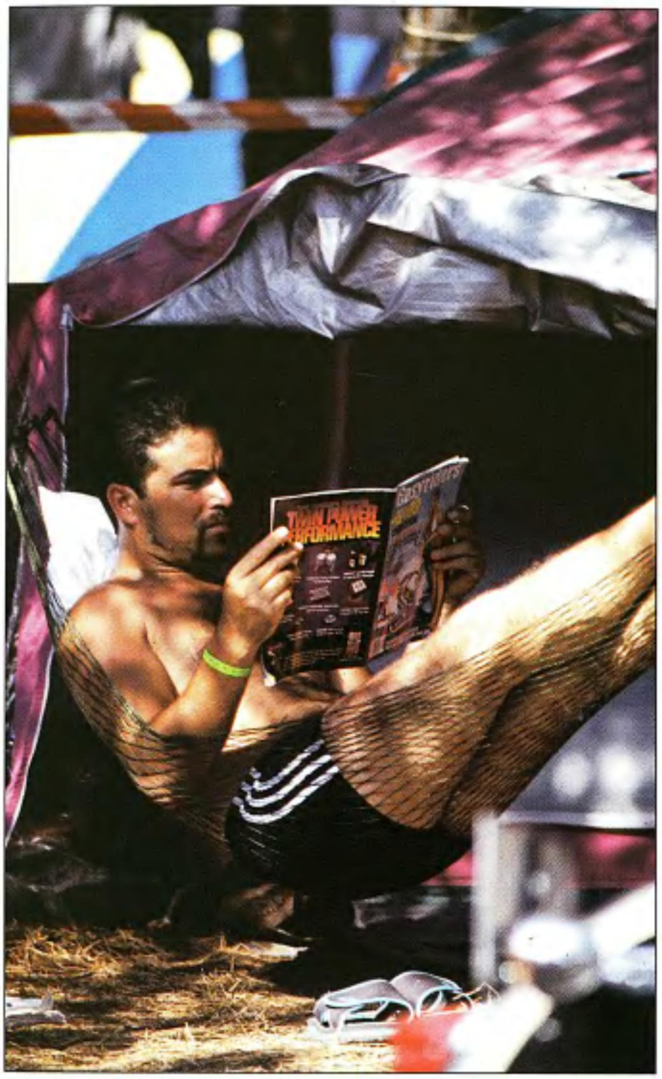
I'd purchased a long lens the last time I was in the States, specifically with the Faro show in mind. This lens enabled me to work from the outdoor bar—plenty of cold beer and no need to walk around ... heaven. The afternoon soon gave way to evening, the way it always does when you are talking, enjoying yourself, and generally drinking too much beer. A mixture of exotic dancers and bands entertained the enormous crowd in front of the stage on →

CUTTY SARK

Friday night. Brazzer, the club member responsible for organizing the stage acts, had once again done an ace job of booking the best attractions.

At around 4:30 a.m. I threw in the towel and went for some much-needed shuteye. Hey, this journalism stuff is hard work. You try drinking beer all day and night, taking clear photographs, and making endless notes. Bright and early Saturday morning, (around noon), I was ready to begin again. First stop was, of course, the bar—well, you might as well start where you mean to end up. Saturday was the day of the custom show. Eric, the bike show organizer, had



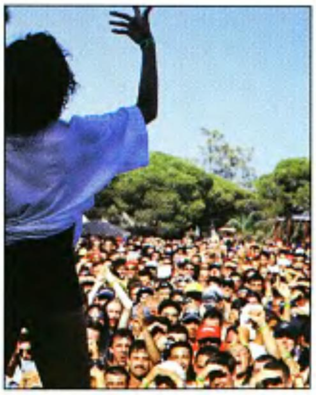


artificially turfed over a piece of the sandy soil to create a righteous spot on which to host the show. It looked like a gleaming oasis in a desert of dust. Each year the standard of bikes in this show has improved greatly. It took ages to do the judging this time. Then again, there was no real rush, as we judges were entitled to free beer for the duration. Thanks, again Eric—I owe you a hangover.

What can I say about the Saturday night entertainment? Once again, a wet T-shirt

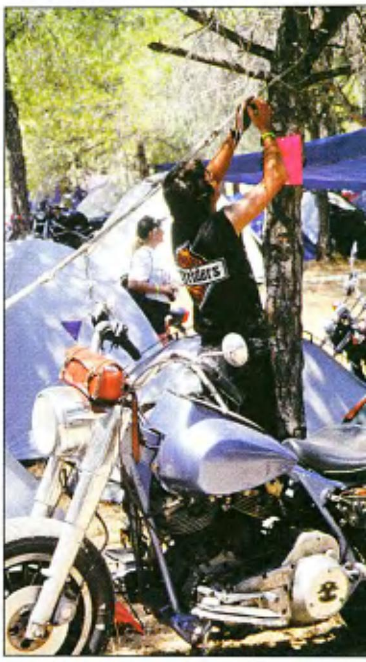
competition was held, which was immensely popular. This year it drew a large number of contestants, most of whom thought they were full-fledged strippers by the end of the display. It's amazing what these party-minded babes will do when the prize money is right. After the biker honeys had finished strutting their stuff it was time for the pros—strippers, exotic dancers, bands, fireworks, and lasers. Moto Clube de Faro had hosted one helluva show.

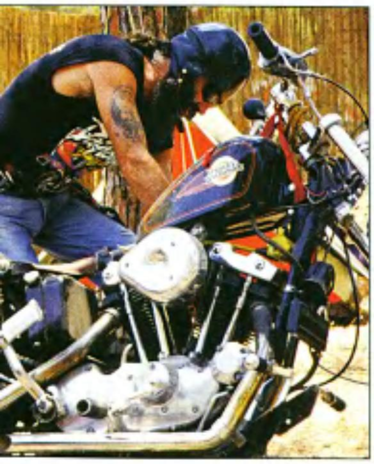
As usual, Sunday came around far too quickly. One minute I was watching the girls on stage, drinking beer, and listening to a band ... then the next thing I knew, the sun was up and

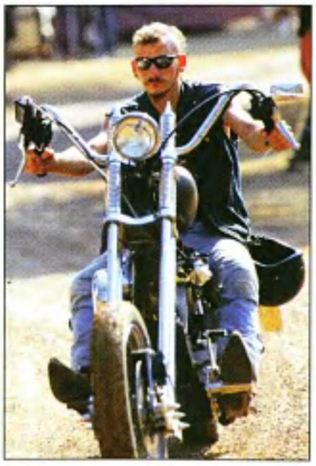


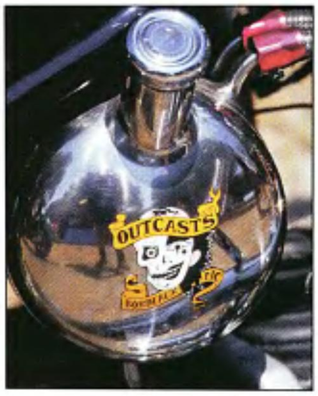
I had to saddle up and leave. For those who were able to spend Sunday at the site, there was a mass exodus of more than 35,000 bikes, then an end-of-show party that night.

It just goes to prove that if you put enough time, thought, and effort into the pre-planning of an event, the thing runs like clockwork. This year the club made numerous changes to their already action-packed rally. There were no lines for food or beer, of →





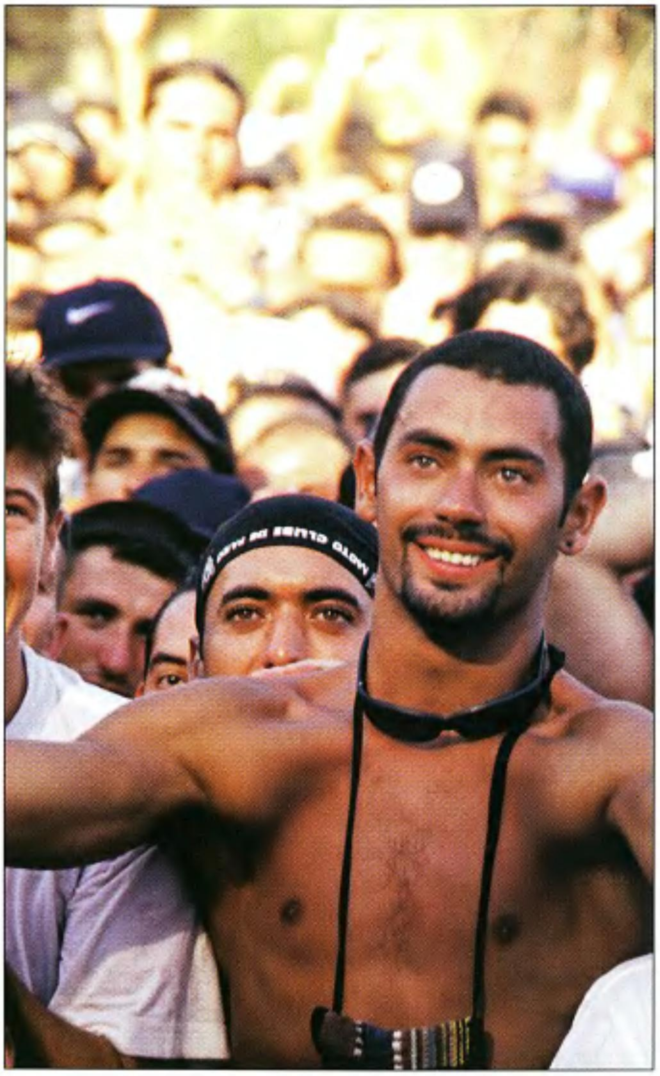


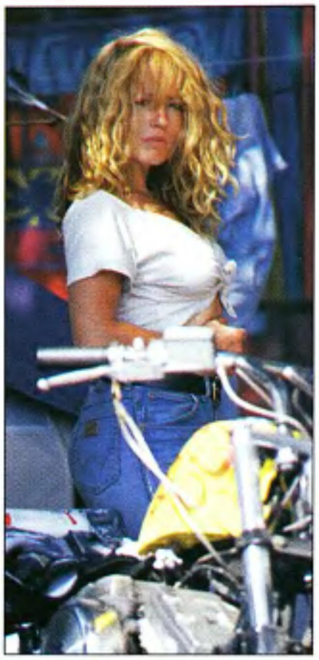

OUTCASTS

which there was plenty. But what I liked best of all was the sprinkler system they had built into the roof of the marquee to help keep everyone cool. Now that shows a lot of commitment to putting on the best party possible.

When I left Faro this year I felt like I belonged at Kentucky Fried Chicken. I was fried. The sun's relentless heat had taken its toll on me and caused me to drink far more beer than I should have. The resulting mess is a tribute to Moto Clube de Faro's ability to throw one righteous party. Guys, I salute you!

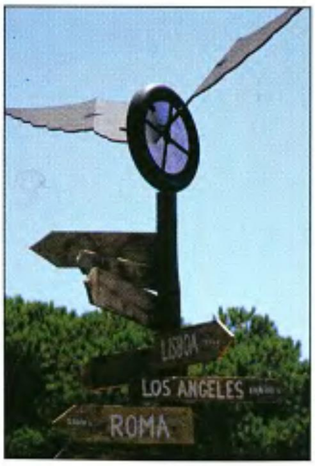
I'd just like to finish with asking you to spare a thought for those members





who pulled down the less glamorous jobs: keeping the toilets clean, watering the dry, dusty roads, or working the gate. All these tasks have to be done, but we can easily forget that it is our brothers who are doing them. Hey, if you ever get to go to the rally, I'm sure they wouldn't mind if ya bought them a beer. Congratulations and thanks Moto Clube de Faro—you did it again, the best bash this side of the world.

—*S.K.*

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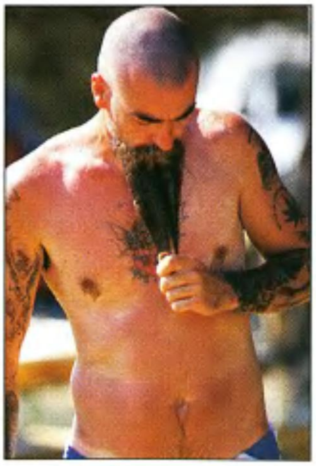

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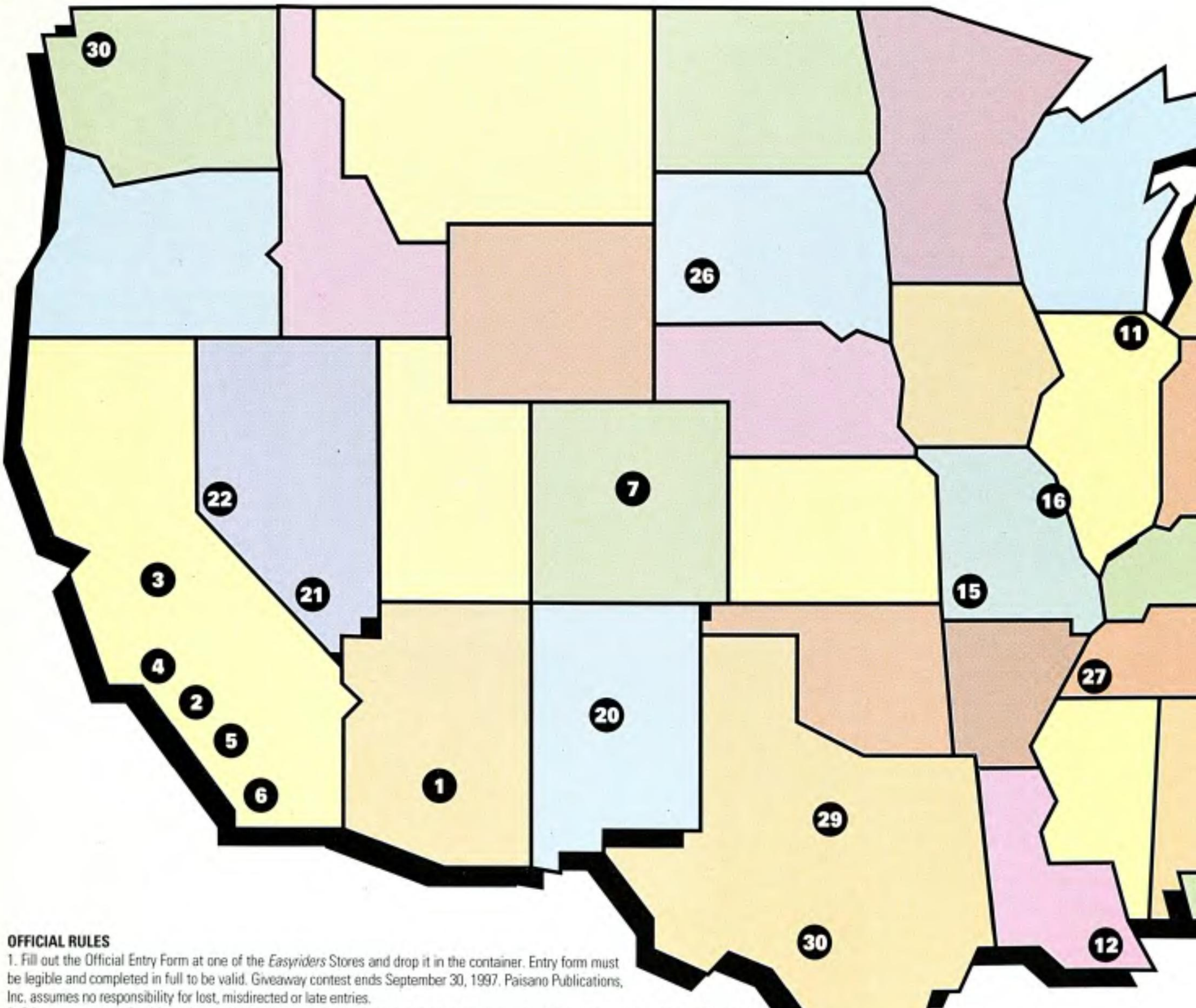
You're out riding and feel like picking up a new T-shirt 'cause your old one seems to keep shrinking in the dryer, or the eagle's feathers have lost their color. Any excuse will do. A new T-shirt is good for the soul. So drop in at your local *Easyriders* store for some lifestyle shopping. Take a few seconds to fill out the entry form, and you're in the running for $10,000 worth of clothing and accessories from the *Easyriders* Roadware Catalog. Hey, you don't even need to buy anything to enter. Not that we would complain if you did. You can drop by as many times as you want and fill out more entry forms. If you're traveling, stop in at any of the *Easyriders* stores across the country, and you can enter again. The more stores, the more entries, the more entries; the

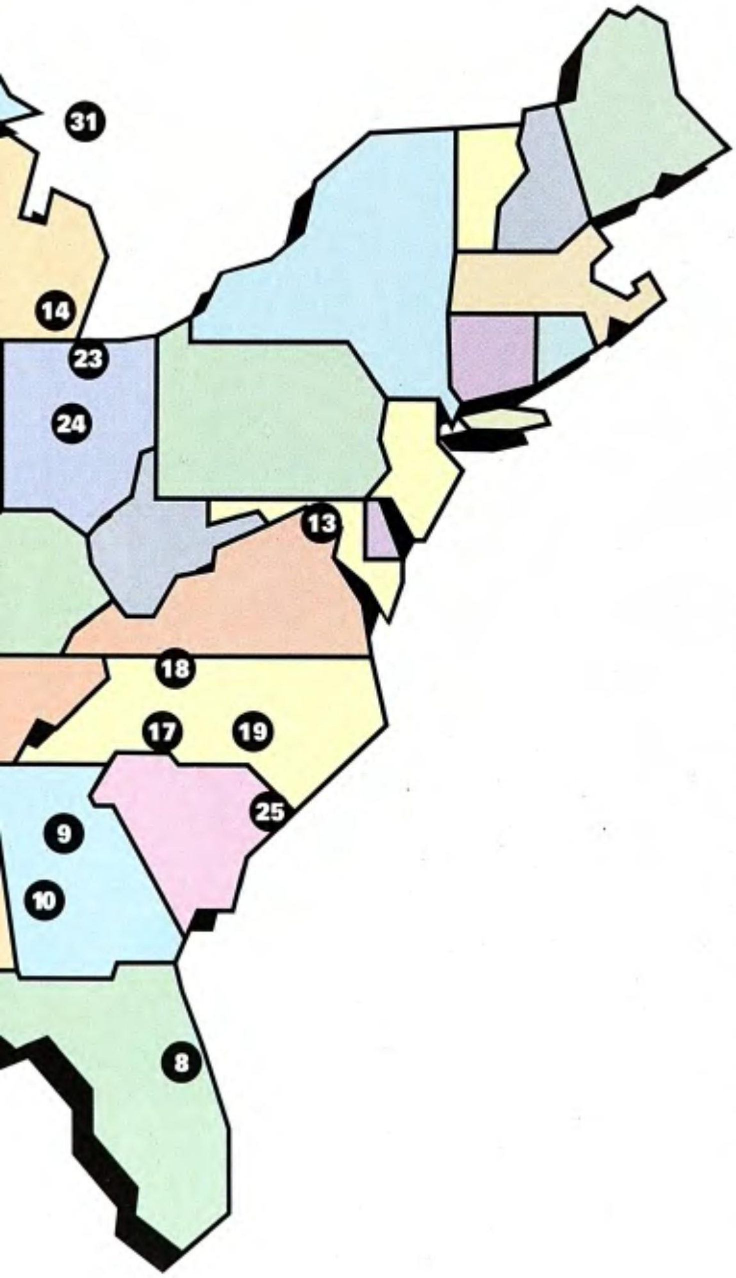



**OFFICIAL RULES**

1. Fill out the Official Entry Form at one of the *Easyriders* Stores and drop it in the container. Entry form must be legible and completed in full to be valid. Giveaway contest ends September 30, 1997. Paisano Publications, Inc. assumes no responsibility for lost, misdirected or late entries.
2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 164 prizes - 1 First Prize, 1 each of Second, Third and Fourth prizes, and 160 Fifth Prizes. Total retail value of $10,000.00.
3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification with within 30 days or prize will be forfeited and an alternate winner selected. The odds of winning will depend upon the total number of eligible entries received.
4. Giveaway is open to all residents of the U.S. age 18 and over, except employees of Paisano Publications Inc. and their families, its affiliated companies, franchises and advertising and promotion agencies. Void outside the U.S. (Except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, ARE THE RESPONSIBILITY OF THE WINNERS.
5. No purchase is necessary or required in order to participate in the $10,000.00 Giveaway.

# EAWAY

better the chances you can win. At the end of the summer, we'll pull the winning entries out of a hat, and the lucky 1st Place Winner will receive a $1,000 Roadware shopping spree. There'll be plenty more winners, too! 2nd Place gets a $500 shopping spree. 3rd and 4th Place each get a $250 shopping spree. And 160 other winners will each receive $50 worth of Roadware grab bags.




# T-SHIRT CONTEST

## SEE YOURSELF IN THE WIND!

Collect an Easyriders T-shirt from different Easyriders stores and send us a photo of you and your T-shirt collection. We'll publish your photo in *In The Wind* if you are one of the top 25 collectors. Ready–set–go!!!

T-SHIRT CONTEST RULES. All photos submitted will become the property of Paisano Publications, Inc., upon receipt and need not be held or returned. Photos will be selected for publication by Paisano Publications in its sole discretion. No gifts, prizes, money, property or compensation of any kind will be given, awarded or paid to contestants, photographers or other persons appearing in or submitting photos selected for publication. Carefully write your name, address, and telephone number on back of the photgraph (let the ink dry) and the words "In The Wind T-Shirt Contest" c/o Paisano Publications, Inc., P.O. Box 3000, Agoura Hills, CA 91376-3000.

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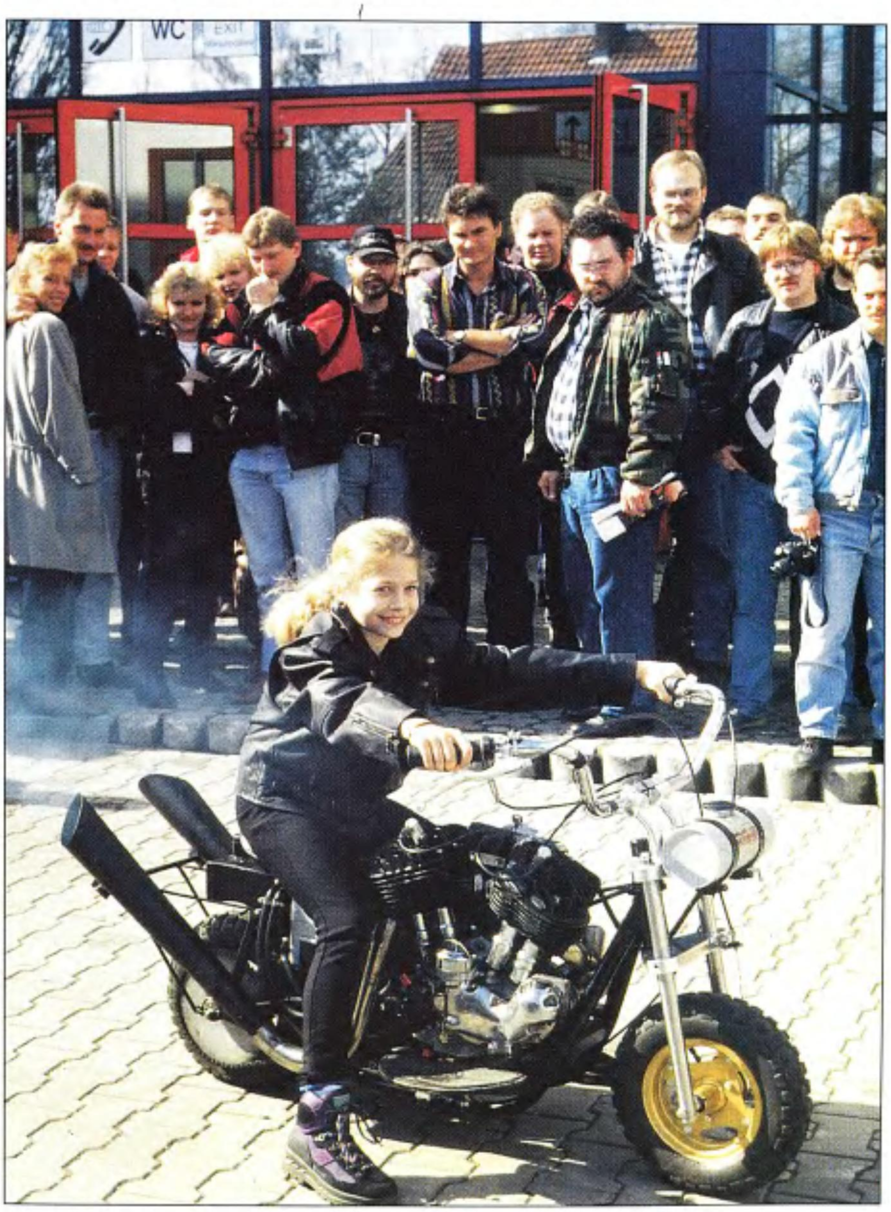
# MOTORCYCLES IN MINIATURE!

## MONSTERS IN GERMANY

Good things, as the saying goes, come in small packages. Sometimes, very good things. Take the work of Oluf Zierl and Horst Gall of Stuttgart, Germany, and Mike Pruett of Kansas, for example.




Zierl and his friend Alex Longstaffe, during Daytona in 1976, investigated the idea of building a Harley-powered minibike for Alex's daughter, Pamela, who was eight at the time. As a quick experiment, they stuffed a 45 engine into a standard doodlebug frame to see how such a thing might work. After some consideration, they basically dismissed the idea as impossible.

Cut to the 1990s. Zierl found a freshly rebuilt 74-cubic-inch 1942 UL engine at a swap meet. Instantly, the minibike vision returned, and he bought the old Flathead. The Minimonster project was under way.

The Minimonster was intended for children to ride at shows and exhibitions, but the drive train was a problem. It had to work without a manual clutch, just turn the throttle and ride away, and the top speed had to be limited for safety.

Zierl and Horst Gall, who did the actual construction, first tried a go-cart clutch and tranny. The Harley scattered that assembly all over the shop. After much research, they happened on a device called a Viscomechanic. Not intended as a transmission, the Viscomechanic is really a torque limiter,

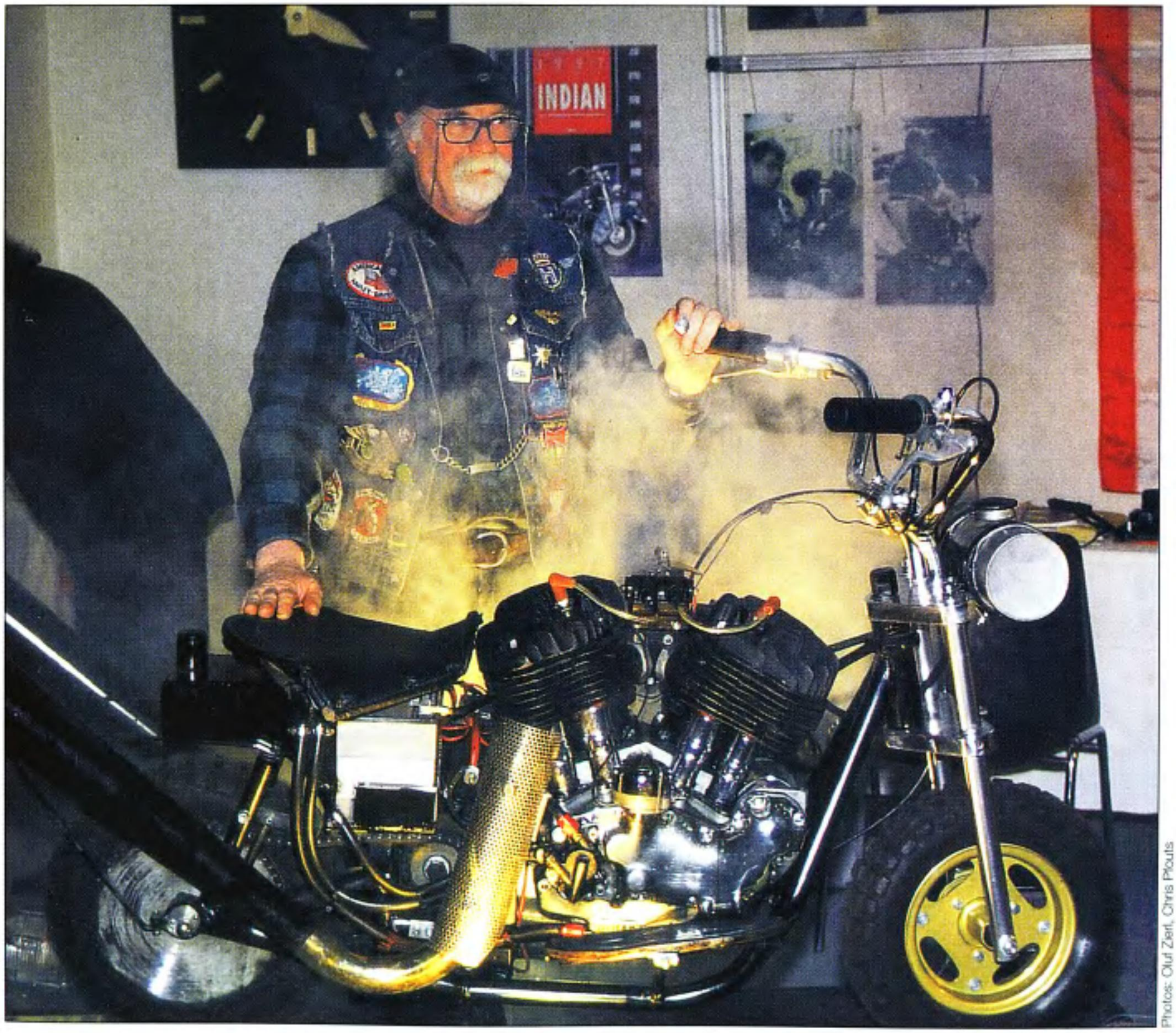
a fluid link designed to prevent massive machine shafts from snapping when the power of a giant crane engine, for example, is suddenly applied.

The technicians at Viscomechanic scratched their heads over the Harley for a while. Their smallest standard unit is intended to handle 500 hp. Finally, they constructed a special one-off unit for the Minimonster that is round, and no larger than a regular Harley electric starter.

The power train was computer-designed at the famous Stuttgart Mercedes-Benz plant, and specifically intended for an 80-pound rider. In use,

the Honda monkey wheels and brakes, was built by Gall. It officially puts 3 horsepower to the road. And this is the honest truth. Because it won't go over 5 mph with a portly German motor vehicle tester aboard, it is completely street legal—even with no lights, no horn, no mufflers, nothing but a 55-year-old Flathead and a very expensive tranny.

Fitted with stock Harley-Davidson dresser handlebars and footboards, the little bike is nimble and comfortable. It is so much fun that it's very difficult to let go of. And if it is hard to get a jaded adult off the ample saddle,




Photos: Olaf Zert, Chris Plouts

the transmission takes off like a centrifugal clutch; you just dial on the ponies and away she goes. But it stops all power to the rear wheel when the engine rpm goes above 1,200. The 80-pound rider then has a top speed of about 25 mph. A 200-pound rider in the flat countryside around Stuttgart only gets a top speed between 5 and 8 mph.

Of course, the Minimonster had to have electric starting, since during one 10-day exhibition it was fired up more than 700 times. It runs a 2-inch primary belt, and almost everything, except

you can imagine how hard it would be to pry a kid loose.

In the two years of its existence, the Minimonster has been a featured attraction at over 50 motorcycle shows, and has made several television and stage appearances. →

# COLLECTIBLES IN KANSAS

Smaller yet—and much quieter—is the handiwork of Mike Pruett of Kansas City, Kansas. After getting a 1/6 scale Harley dresser model kit as a gift, Pruett, a carpenter by trade, thought that it needed a little display stand. It started out, Pruett says, as "just a board with a little background on it to make it look like a shop. And it just started to grow."

Grow it did, to a full 6 feet long, 15 inches deep, and 18 inches high, home now to four bikes. Some bits inside were recruited from dollhouse suppliers, but few dollhouses sport rollaway toolboxes, fire extinguishers, or hydraulic floor lifts. Pruett had to handcraft all these distinctive and very realistic items. There are also repair manuals and parts books on the bench, authentic parts boxes, a clock, and a calendar. Pruett's attention to detail knows no limits; he actually blued the pipes on the bikes to give them that ridden look. All the lights in the shop work, even the droplight. Plus, the beer sign in back lights up, as does the electric meter.

Pruett invested close to four years of labor, on and off, in the shop, and it keeps him balanced. "If I wasn't doing

Photos: Steve Sanders Photography

something like that," he said, "I'd be on the overpass with a sniper rifle."

Equally detailed and smaller yet is the miniature bar, with nine 1/12 scale Harleys out front and a 1918 H-D in the window. The detail on the bar is just as fierce as the shop, including a video camera high on the left of the porch roof, emergency lights and an electric meter, and flashing red lights around the door for proper roadhouse ambiance. The functional Christmas lights around the front of the porch roof are, Pruett says, the "tiniest little lights I've ever seen." From a guy that has spent so much time working in miniature, that's something.

—*Chris Pfouts*

66

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# SHE'S A FULL

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BE HONEST NOW. CAN YOU REALLY REMEMBER WHEN YOU LAST SET EYES ON SUCH A PAIR OF

# WHOPPER CHOPPER S TOPPERS ?

With 20 scooters to his building credit, you gotta figure that when the time came to really let 'er rip, Mark Cohen would mainline a syringe of nitroglycerin, slam a shot of VP's 108 octane top fuel gasoline, and chase it all down with a strip of barbed-wire beef jerky, 'cause that's what real bike chefs do ... For starters, this chopster packs a 120-inch billet Keck Evo motor with Patrick Racing heads and a Carl's Speed Shop billet Typhoon carb. The Daytec rigid frame, with its 6-inch stretch and 53 degrees of rake, is tamed by a set of Tolle wide glide, 14-inch-over forks with adjustable triple trees, and stopped with Brembo and ISR brakes (front and rear, respectively).

Tolle, Brembo, and ISR are Swedish outfits, brought to Mark's attention by sheet-metal man Anders Blumberg and painter Peter Palmen. Both are from Sweden, and their handiwork is →

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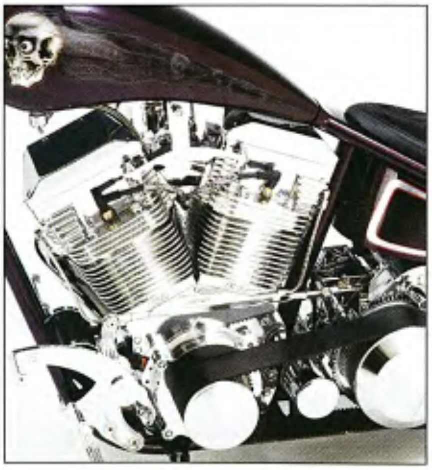


representative of the craftsmanship that goes into anything coming out of the land of eternal blondes. Mark and his partner now distribute these goodies (the bolt-ons, not the blondes) through Discount Cycle Parts (619-436-8201).

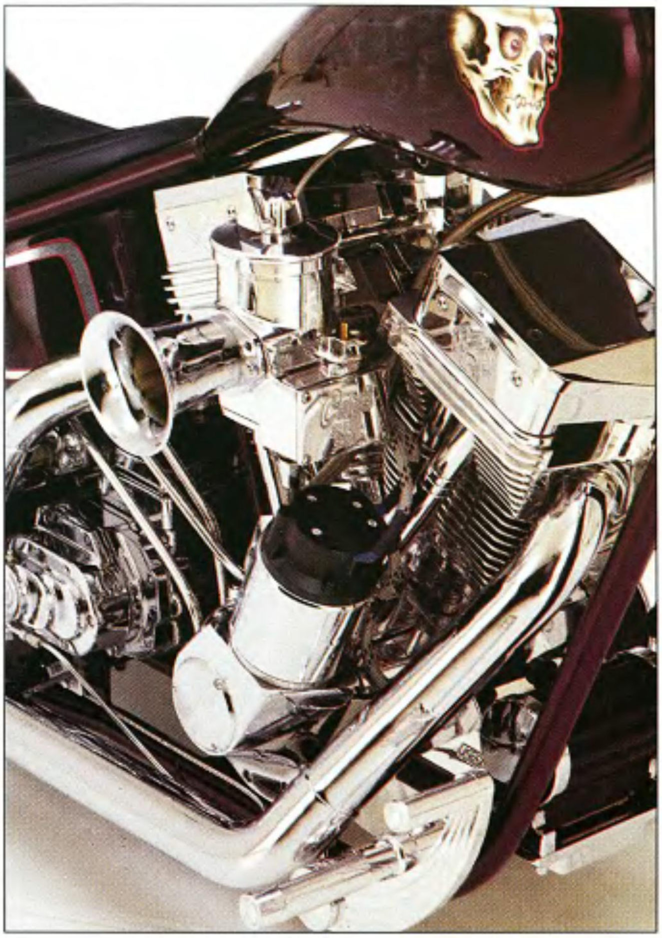
"He's the guru of engines," says Mark of engine co-rebuilder Wink Eller. "He's done all my motors, because he gets big horsepower and his motors stay together." Mark chose the Keck square-shaped motor (lit with a 400-amp sealed battery) because its matching bore and stroke (4.25 inches) provided ideal vibration and performance characteristics.

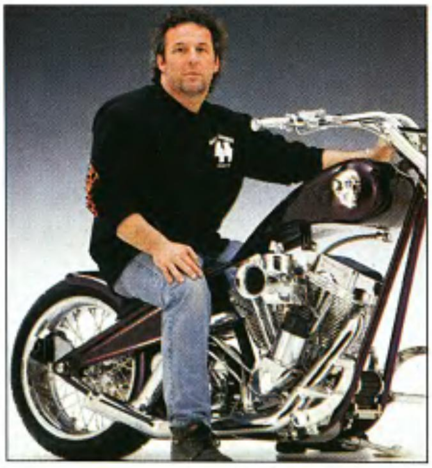
But Mark's choice of high-octane heartbeats also demanded its share of one-off parts. "Nobody stocks pistons for the motor, and the pushrods we had to make ourselves," he explains. "The connecting rods, pinion shaft, stainless-steel valves, and the heads were also custom made for that motor." Additional one-offs include the S&S factory-modified intake manifold, the 2 1/16-inch pipes, and the one-piece aluminum welded handlebars, with the front dual brake crossed-drilled through the lower triple tree.

"I got my first Harley back in 1977, " says Mark, "and I like to make each bike I build different from the last. I never could understand guys who build the same style bike time and time again."

On a related big-inch motor note, the redhead adorning the Anaheim, California, *Easyriders* Bike Show Editor's Choice winner is li'l Miss SanaFey (check her out in the July 1997 issue's *Boob Guide*), a woman offering substantial assets at www.danni.com and www.sanafey.com. She's living proof that just like Mark's bike, more than a handful is not wasted ...

—*Captain Trash*





**Owner:** Mark Cohen
**City:** La Costa, California

**General**

Fabrication: owner
Year/make: 1996 Special Construction
Model: Chopster
Value: $52,000
Assembly: owner
Chroming: Quality

**Engine**

Year/model: 1996 Keck billet Evo
Rebuilder: Wink, owner
Ignition: Karata mag
Displacement: 120 cubic inches
Lower end: S&S Racing
Pistons: Ross, 12.5:1
Cases: Keck
Heads: Patrick Racing
Cam: sorry, won't say
Carb: Typhoon (Carl's Speed Shop)
Pipes: owner
Modifications: balancing by Wink's, JIMS lifters

**Transmission**

Year: 1996
Modifications: Andrews backcut gears, Belt Drive Limited engine sprocket

**Paint**

Molding: Peter Palmen
Painter: Peter Palmen
Color/type: purple/House of Kolor
Special paint: Rick Morgan

**Frame**

Builder: Daytec
Type: custom rigid
Modifications: 53-degree rake, 6-inch stretch

**Accessories**

Bars: owner
Fender(s): Anders Blumberg
Headlight: stock
Taillight: custom
Pegs: Accutronix
Gas tank: Anders
Oil tank: Anders, owner
Oil system: owner
Seat: Lars Rouland
Mirrors: owner
Grips: Ness

**Forks**

Type: Tolle wide glide
Modifications: 14 over, adjustable trees

**Wheels**

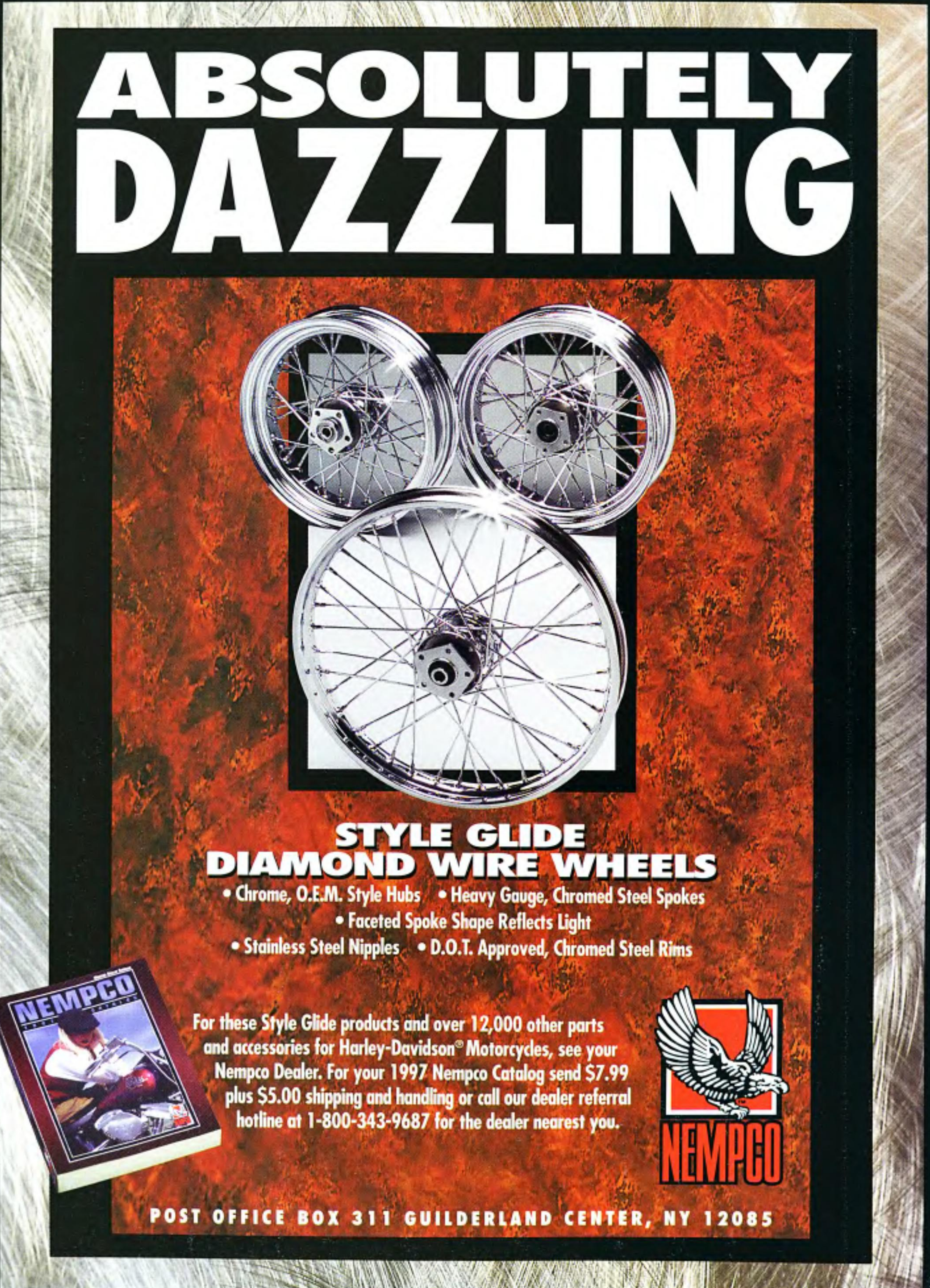
**Front**

Type: Ness
Size: 21-inch
Tire: Metzeler
Brake: Brembo

**Rear**

Type: Ness
Size: 17-inch
Tire: Metzeler
Brake: ISR

**Photos:** Steve Gunn, Raiko Hartman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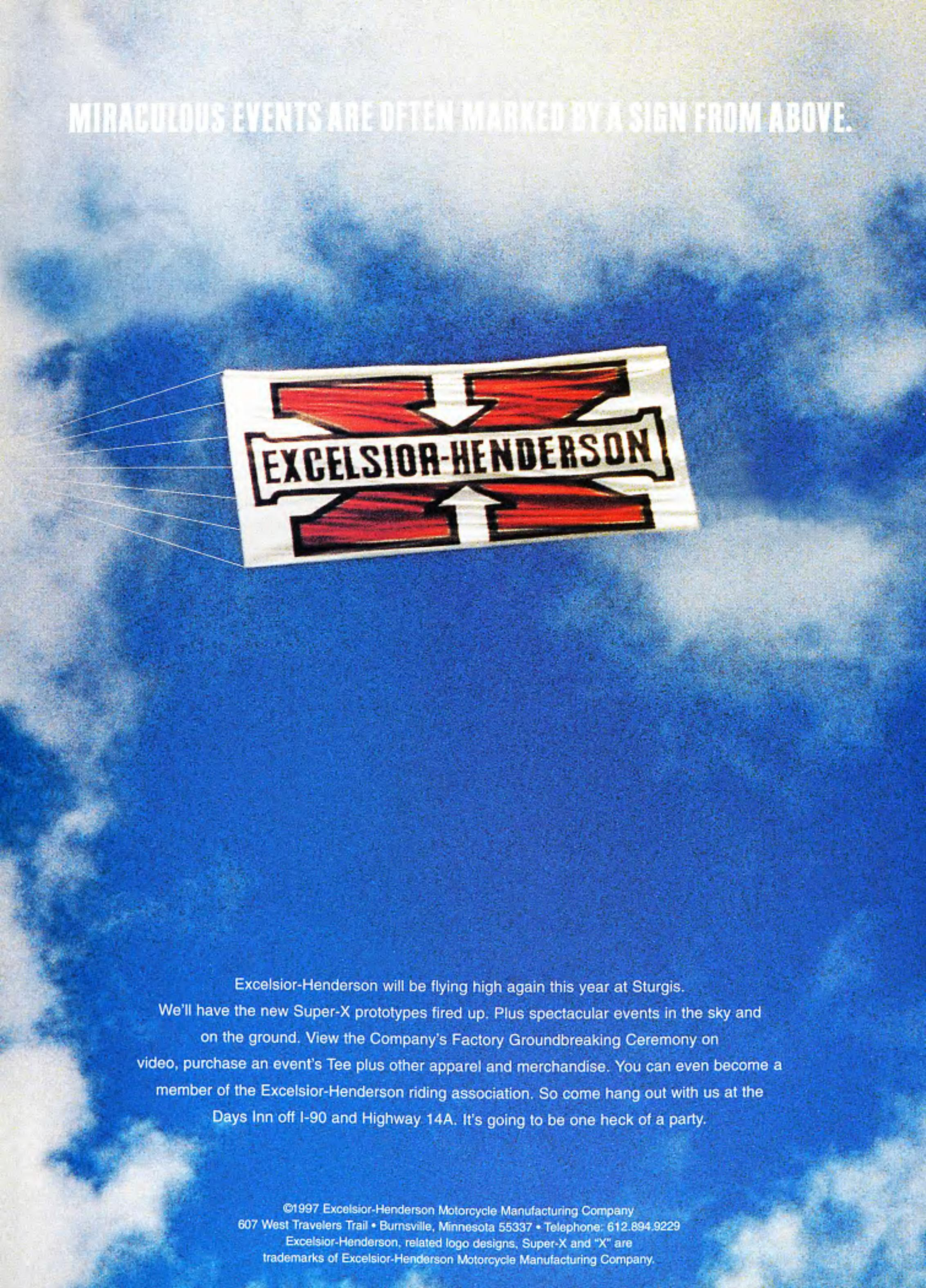
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# STURGIS 1997

## THE JOURNEY REMAINS THE SAME...

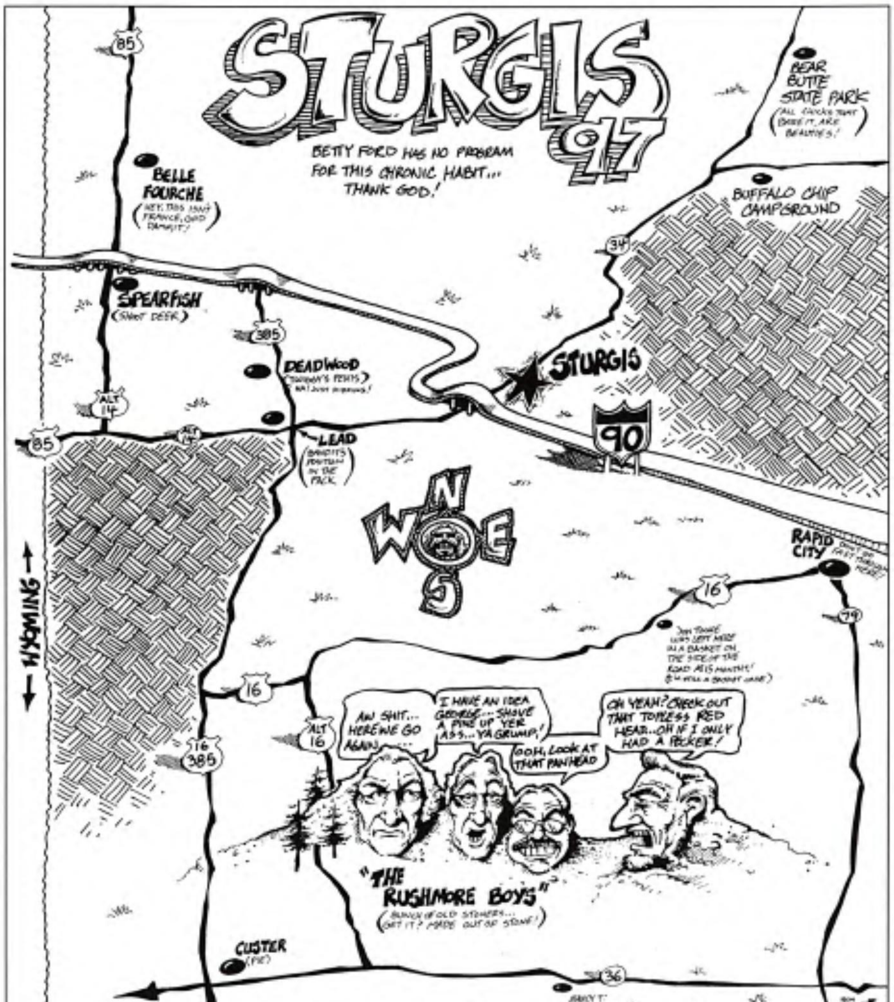
Sell your car. Your dog. Your kids. Your wife. OK, keep your dog, but make the trip to Sturgis happen. Take that wild-ass woolly leap into the asphalt unknown and don't look back as you head into the heart of all things Harley. It's the closest thing to Mecca that most of us will ever know. And for those who've been, it's all we need to know ...

This year's no-frills guide to Sturgis keeps it short and sweet so you can plan, ride, party, and sleep. Call (605) 347-6570 for the Sturgis Rally head-quarters and additional info. Their web-site is: http://www.rally.sturgis.sd.us, their e-mail is: srr@rapidnet.com, and their fax is: (605) 347-3245. So there.

This little town of 5,000-plus locals welcomes us with open arms, and going into year number 57, things don't show any sign of slowing down. The Buffalo Chip Campground (605-892-2200) is still the madhouse of the biker universe, and rightfully so, with a huge concert stage and world-class musicians (plus the all-important midnight dance con-tests, and we're not talking Arthur Murray alumni). The Rat's Hole Chopper Show at City Park/Woodle Field (904-257-1824) on Friday, August 8, is always a sure draw for the exceptional in bike creation, as is the NEMPCO show at the Motorcycle Expo (Sturgis Community Center, 4th and Lazelle) on Thursday, August 7.

Sturgis' Broken Spoke Saloon is a definite do-not-miss, too, especially with Rare Earth (August 5) and The Ozark Mountain Daredevils (August 7) making appearances. This joint also features a mechanical bull, the finest in microbrew, and a damn good cigar store to boot!

I've got a personal bias for the trip to Sturgis itself, so get a copy of *Ridin' With Rip—The Bros Club Guide To America* (3rd edition) through the Bros Club (800-247-6246), lay out your USA map, then ponder the road ahead. When you do get there, check out campgrounds like End of the Trail (888-347-3682), or give TRAVELCRAFT a call (800-241-1223; www.travelcraft.com) before you head




out for rooms in hotels and locals' homes. The Motorcycle Expo is at 4th and Lazelle, located at the Sturgis Community Center. If you wanna see the next hot gizmo for your gizmo magnet, this is it. There's also another collection of vendors over at the National Motorcycle Museum and Hall of Fame (South Junction Ave., Sturgis Exit 32 off of I-90); both of these locations are mentioned repeatedly in the Exhibitor's List, giving you more details about who will be where and when.

If you ride up to Deadwood for some gambling action, check out as many saloons as you have time for. There's plenty of parking, and the place takes you back about 120 years. Goin' south-west outta Deadwood sends you toward Lead and deep into the Black Hills, or double back to Sturgis and north on to Spearfish, giving you miles of wide open country roads and then some.

Exploring any of the historic countryside can send you to parts almost unknown, →

so if you want a little company, think about some of the group riding tours available. There are putts to Wyoming's Devil's Tower, The Governor's Tour, Hot Springs Mammoth Site, The Dark of the Moon (Mt. Rushmore), and a helluva ride offered by the Jackpine Gypsies (the founding fathers of Sturgis), taking you on a tri-state romp through Montana, Wyoming, and South Dakota. The Gypsies' website (http://www.gypsies.sturgis-rally.com) has more info on all of their events.

New this year is the Kruse International Bike Auction (Tuesday, August 5, at 10 a.m. Call Kristen McGrade at 800-968-4444 for further info). Brothers of the Third Wheel is having the 15th Annual Trike-In at the Berry Patch Campground, and back for year two is Excelsior-Henderson at Sturgis Days Inn. And same as ever is Harley-Davidson's main event setup at the Rapid City Rushmore Plaza Civic Center and their Wednesday Ride-In Bike show. They're also offering twice-daily service seminars by factory wrenches, and a daily Safe Rider Skills Course. The Traveling Museum will be on hand, and for a quick purchase and repair stop, Black Hills Harley-Davidson of Rapid City offers five checkout lanes and a slew of mechanics.

Check out a new museum called The Journey in Rapid City, in addition to the usual memorable stops like Bear Butte State Park and the National Motorcycle Museum and Hall of Fame (Sturgis). Wherever you go, look for the backroads, and consider taking the path less traveled. There's no tellin' what kinda numbers you and your honey might roll with those dice, but regardless of your chosen road, the journey and its spirit remains the same.

It's Sturgis '97—ride like hell.

—*Captain Trash*

## DAILY EVENTS

**RALLY INFORMATION/TOUR PRE-REGISTRATION**
Where applicable, options listed through Sturgis Rally & Races, Inc., must be pre-paid or paid by credit card.
Write: P.O. Box 189, Sturgis, SD 57785.
Phone: (605) 347-6570; fax (605) 347-3245.
World Wide Web: http://rally.sturgis.sd.us
E-mail: srr@rapidnet.com

**RALLY REGISTRATION**
Where: Rally Headquarters, City Armory, Junction Ave. and Main St.
When: 9 a.m.-10 p.m. daily
Info: (605) 347-6570

**RACE ENTRANTS AND EVENT INFORMATION**
Chuck Thomas, President
REI: (605) 381-8567
AHDRA: (910) 229-4877
Jackpine Gypsies: (605) 347-3418

**EMERGENCY PHONE NUMBERS FOR ATTENDEES**
(605) 347-6570. Message will be taken 8 a.m.-7 p.m., Aug. 3-10. Messages will be posted on message boards located at Rally Headquarters, City Armory, Junction Ave. and Main St., or at the Motorcycle Expo, Sturgis Community Center, 4th and Lazelle.

**VENDOR PACKET**
All you need to know about rental sites and product selling. City, county, and state law/ordinances included; advertising options available. $15. Sturgis Rally and Races, Inc.: (605) 347-6570.

**FRIENDS OF THE RALLY**
A membership organization that offers information, products and special options. Membership runs from August to August. $15 North America, $25 outside North America. Sturgis Rally and Races, Inc.: (605) 347-6570.

**ROOMS**
Rooms in Sturgis don't grow on trees, so to get the low-down on what's available in town and surrounding areas like Spearfish, Belle Fourche, and Rapid City. Call for a "Friends" packet from the Sturgis Rally and Races, Inc.: (605) 347-6570. Don't wait ...

**CAMPGROUNDS**
... 'cause the Great Outdoors fills up fast, too! But, sites aren't impossible to find. Here are a few Sturgis listings; for info about camping in nearby areas call (605) 347-6570.

Bear Butte Creek Campground: (605) 347-3023
Bear Butte State Park: (605) 347-5240
Boulder Park Campground (RV): (605) 347-3222
Buffalo Chip Campgrounds: (605) 892-2200
Bulldog Campground: (605) 347-2862
Day's End Campground: (605) 347-2331
End of the Trail (RV): (605) 347-4077
Glencoe CampResort (RV): (605) 272-4712
Hog Heaven Campground (RV) (800) 551-1283
Rush-No-More: (605) 347-2916
Southside Campground: (605) 347-9060
Vanocker Campground (RV): (605) 347-4556
Tilford Gulch Campground: (800) 484-9495, ext. 1573

**WEDDINGS**
Info on S.D. license procedures, sites for tying the knot, names of persons to help you tie the knot, plus flower/cake/rice options. Call (605) 347-6570. Ask for *free* info from Sturgis Rally and Races, Inc.

**JACKPINE GYPSIES MC**
The Fathers of Sturgis (as I like to call 'em) offer an associate membership for $55 to their club or $75 per couple. Associate membership includes *free* attendance at all Jackpine Gypsies races, plus a T-shirt. Write Jackpine Gypsies MC, P.O. Box 627, Sturgis, SD 57785, or call (605) 347-3418; fax (605) 347-6570; web site http://www.gypsies.sturgis-rally.com

**CONCERTS**
Rushmore Plaza Civic Center: 1 (800) GOT-MINE
Buffalo Chip Campground: (605) 347-3222. For complete concert details, check out the following publications when you hit town: *Sturgis Rally and Races Guide*, *Rally Daily* newspaper, *Buffalo Chip Gazette*, or call (605) 347-6570.

**FOOD COURT**
Where: Lazelle St. between Junction and First St., Sturgis
When: Daily

**EASYRIDERS TRUCK**
The Big Purple Rig, packin' a full line of *Easyriders* merchandise, including Sturgis memorabilia T-shirts.
Where: Texaco parking lot, across from Days Inn, Sturgis
When: Daily

**HARLEY-DAVIDSON DEMO RIDES**
Where: Super 8 Motel, Exit 30, Sturgis
When: 9 a.m.-3 p.m., Aug. 5-9

**HARLEY-DAVIDSON EXHIBIT/SHOW**
Where: Rushmore Plaza Civic Center, Rapid City
When: 10 a.m.-6 p.m., Aug. 5-8

**EXCELSIOR-HENDERSON MOTORCYCLE & ACCESSORY SHOW**
Where: Sturgis Days Inn, Exit 30
When: 10 a.m.- 8 p.m., Aug. 4-9,

**STURGIS RALLY MOTORCYCLE EXPO**
A slew of hot aftermarket products and goodies
Where: Sturgis Community Center, 4th and Lazelle, Sturgis
When: 10 a.m.-7 p.m., Aug. 3-9
Info: (605) 347-6570

**NATIONAL MOTORCYCLE MUSEUM/HALL OF FAME**
Classic American and European scoots, well worth a visit
Where: South Junction Ave., Sturgis Exit 32. I-90
When: 9:30 a.m.-9:30 p.m.

## OTHER SERVICES

**AIRPORT**
Rapid City Regional Airport: 10 miles east of Rapid City, 45 miles southeast of Sturgis.
Airlines: Sky West Airlines (800) 221-1212; Northwest Airlines (800) 225-2525; United Express (800) 241-6522; or call your local travel agent.

**MOTORCYCLE SHIPPERS**
The Packaging Store: (605) 343-5475; Black Hills H-D: (605) 342-9362; Rogers Towing: (615) 451-4872; Auto Shipping International, Inc. (International shipping *only*), Carson City, California: (310) 522-0400 or (800) 466-2744; Gold Rush Motorsports: (702) 255-2808.

**CHAMBER OF COMMERCE**
Belle Fourche: (605) 892-2676
Deadwood/Lead: (605) 578-1876
Hill City: (605) 574-2368
Keystone: (605) 666-4896
Custer: (605) 673-2244
Rapid City: (605) 343-1744
Spearfish: (605) 642-2626
Sturgis: (605) 347-2556

**HOSPITALS**
Sturgis Community Health Care Center, 949 Harmon St., Sturgis; (605) 347-2536
Ft. Meade Veteran's Medical Center, 1 mile from Sturgis on Easy Hwy. 34; (605) 347-2511

**POLICE AND AMBULANCE**
Sturgis Police Dept.: (605) 347-2573
Meade County Sheriff's Dept.: (605) 347-2681

**HARLEY-DAVIDSON PARTS AND SERVICE**
Black Hills H-D: 141 E. Omaha, Rapid City; (605) 342-9362
Black Hills/Sturgis H-D (parts only): 1040 Junction Ave., Sturgis; (605) 347-2056
Black Hawk Custom V-Twin: 1149 N. Hwy. 79, Rapid City Exit 48; (605) 787-6363

Frank's Place: 9 Fairground Loop Rd. Spearfish, Exit 10 I-90; (605) 642-8095
Nostalgia Cycle: 1970 Atlantic St., Rapid City; (606) 393-2600
Pig Performance: 1330 E. Patrick, Rapid City; (605) 348-0752
Rimrock Performance Cycle: Pool Dr., Rapid City; (605) 341-3878
Rock's Place: 1008 N. Steer, Whitewood; (605) 269-2492
Roscoe's Motorcycle Repair: 1125 Kennel Dr., Rapid City; (605) 394-9084

**RACING GROUNDS**

Sturgis Fairgrounds: Ball Park Rd., Sturgis
Sturgis Dragway: Hwy 34 East, Hwy. 79 north
Rally Events, Inc. (REI) Hillclimb; entrance at Glencoe CampResort, Hwy. 34 east

**TOWING**

Spencer Quonset and Towing: 985 Dudley St. Sturgis; (605) 347-4444
Walt's Towing: Raccoon Rd. Sturgis; (605) 347-2764
Zylstra Towing: 2275 W. Lazelle St., Sturgis; (605) 347-4600

## EXHIBITOR'S LIST

**AIM**
What: Aid to injured motorcyclists
Where: 1008 Main St., Sturgis

**ACCEL Powersports**
What: Ignition products, plug wires, coils
Where: Motorcycle Expo parking lot w/display truck

**American Eagle Leatherworks**
What: American-made saddle bags, brackets and tool kits
Where: 4th St. between Main and Lazelle

**Avon Tires**
What: Tires, tires and more tires
Where: 2324 S. Junction, Sturgis

**Chopper Guy's Biker Products**
What: Frames 'til the cows come home...
Where: Drag Specialties truck at Motorcycle Expo

**Chrome Specialties**
What: Parts and accessories for H-D
Where: Motorcycle Expo

**V-Thunder by COMP**
What: Valve train parts, fuel injection controls
Where: Motorcycle Expo

**Compu-Fire Performance Products**
What: Ignition coils, voltage regulators, charging systems
Where: Black Hills Harley-Davidson, Rapid City

**Drag Specialties**
What: Parts and accessories for H-D
Where: Motorcycle Expo; truck in parking lot

**Edelbrock Corporation**
What: High-performance heads for H-D
Where: Motorcycle Expo

**Excelsior-Henderson Motorcycles**
What: The one and only, plus apparel
Where: I-90 Exit 30, Days Inn, Sturgis

**Hallcraft's Industries**
What: wire wheels, brakes, rotors, pulleys
Where: Motorcycle Expo

**Eric Herrman Studios**
What: Motorcycle artwork, glass sculptures
Where: Camel Roadhouse, 4th and Main

**J&P Cycles**
What: Aftermarket parts and accessories for H-D owners
Where: National Motorcycle Museum and Hall of Fame, 2438 Junction Ave, Sturgis

**JIMS**
What: Performance products and tools for H-D
Where: Two locations: Motorcycle Expo; Sturgis Dragway

**Pat Kennedys Custom Motorcycles**
What: Frame, adjustable forks, multiple spoke wheels
Where: Motorcycle Expo

**Lehman Trikes, Inc.**
What: Trikes and conversion kits
Where: Exit 32, Junction Ave. Trade Show

**M.B. & Strings**
What: Collectible die-cast model trucks
Where: The Armory, Main St. and Junction, Sturgis

**MID-USA Motorcycle Parts**
What: Aftermarket parts distributors; MID-USA, Hardbody, PowerHouse, Galaxy Wheels
Where: Next to *Easyriders* truck, Texaco Truck Stop

**Mothers Custom Cycles, Inc.**
What: Derby, timing, air filter and gas cap covers
Where: Motorcycle Expo

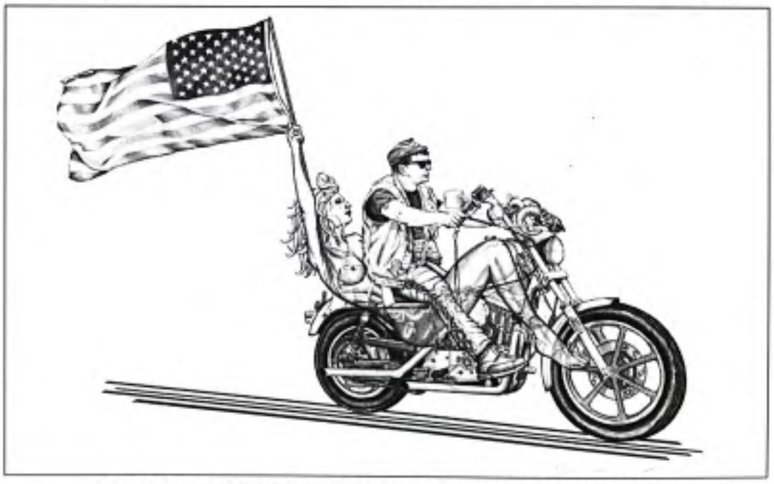
**Motorvation Engineering**
What: Sidecars, bike cargo trailers and hitches
Where: 940 Main St., Sturgis

**Mustang Motorcycle Products**
What: Seats
Where: 2222 Junction Ave., next to Motorcycle Museum

continued on page 119

## NEW! POCKET TEE SHIRTS

*The unique motorcycle art of Jana Rhoads Godfrey*



*LADY LIBERTY -- THE RIDE FOR FREEDOM*

This official, unofficial Freedom Run illustration features military Veteran (and truck driver), Jody Lawrence and his wife Paula on their 1987 Sportster. After dating 3 months Paula said ***"Get a Harley or get out."*** Jody gave Paula a trike for their 10th wedding anniversary.

**T-SHIRTS** Small- XL $ 23.95
2X - 4X $ 25.95

Front-pocket tees with white silkscreened image on back. Flag is red, white and blue. Available only in black tees. **Price includes shipping and handling** in continental US. Foreign orders add $10.00. Money orders in US dollars only. Allow 2-3 weeks for delivery. **OR SEE OUR BOOTH IN STURGIS AT THE 4TH STREET ENTRANCE TO THE CAMEL ROADHOUSE ON THE CORNER OF 4TH AND MAIN STREET, DOWNTOWN STURGIS.**

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FATBOB STYLE TANKS
Early Style: 3.5 gal. ..E-63 5 gal. ..E-64 $89.95 per set
Flat Sided: 3.5 gal. ..E-122 $99.95 5 gal. ..E-123 $104.95
Screw-in Cap: 3.5 gal. ..E-124 $99.95 5 gal. ..E-125 $99.95
Stretched Flatsided: 4.2 gal E-910 $280.95
SPRINGERS
Available in stock length, (26" over all) 3", 6", 9", & 12" over stock YOUR CHOICE!
W/O Shock..E-601.. $775.95
With shock..E-600.. $885.95
WIDE FRONT ENDS
Single Disc Assembly: (Replaces stock length late '77-'84 Showa type front ends, BUT, will fit any B/T '49 & up using "banana" caliper.)
Polished Lower Legs..E-114..$499.95
Chrome Lower Legs..E-114A..$599.95
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Stock FL (3.5" under FXWG '80-'83)
Polished Lower Legs..E-110..$499.95
Chrome Lower Legs..E-111..$599.95
Stock Length FXWG '80-'83
Polished Lower Legs..E-112..$499.95
Chrome Lower Legs..E-113..$599.95
2" Over stock length FXWG '80-'83
Polished Lower Legs..E-108..$499.95
Chrome Lower Legs..E-109..$599.95
Drum Brake Assembly: (FL '49-'67)
Polished Lower Legs..E-115..$499.95
Pingel "POWER FLOW" Petcock Polished or Chrome E-927/9 $53.95 & up
S&S Super "E" E-4 $269.95 & up
Bendix / Zenith 38mm Fixed Jet..E-3 $132.95 38mm Adjustable Mn. Jet E-2 $156.95
EDELBROCK E-202 $285.95 & up
Rigid Wide Tire Frame Flatside Fatbob Mounts.
•Accepts Pan, Shov. or Evo solid mount motor. •Accepts ,200" longer cyls.
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FLH Style Chain Guard E-783 $29.95
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16" Dual Flange Wheel W/ USA Chrome Rim..E-45A $189.95 W/ Imported Rim..E-45 $179.95
"NASTY" Wheels 16" show chrome rim 6061 T6 Billet Alum. hub 80 heavy gauge 190 steel spokes Tubeless Applications B/T '86 & up, & Sporty '79 & up 16" X 5"....E-1004 $545.95
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Brake Discs E-52 $32.95 & up
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JB RAKE Forward Controls Shifter EJB-1 $184.95 Brake EJB-2 $286.95 Fits '36-'95 B/T's, Except FXR, FLHT, & DYNA's
GMA Rear Setups Rigid with 10" rotor..E-54 $179.95 Softail & FXWG '84-e'87..E-54A $201.95 Softail late'87 & up..E-54B $201.95 DYNA's, '91 & up, 4-piston..E-54C $232.95
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GMA Front Brake Kits FX, FXR, & Sporty '77-'83, 4-piston Dual disc, 19" only E-482 $353.95 FL, '49-'84 Custom Converts W.Gl. to dual disc w/10" rotors (Mnts. to fender tabs) E-482A $364.95
GMA Rear Master Cyl. $89.95 FLH,'58-e'79, &FX'73-e'79..E-213 FX late'79-'83, & Sporty XLS '80-'81 E-214
Wagner/Lockheed Style Master Cyl. (Rear) Chrome $38.95 E-918 FLH,'58/'72 FX, '71-'72 FL & FX '73-e'79
Kelsey-Hayes style Master Cyl. (Rear) Chrome FX late'79-'83, & Sporty XLS '80-'81 E-987 $55.95
JB RAKE Rear FX late '79-'83, & Sporty XLS '80-'81 E-986 $105.95
Front Brake Master Cylinder Chrome E-119 $45.95
JB RAKE 5/8" Bore Front Master Cyl. E-914 $179.95
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ELKRON Cases E-301/3 $649.95
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RUSSELL Braided Steel Lines & Fittings
5-Speed Cs. E-997 Softail w/ Trap Door $272.95
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axtell Evo Cyls. E-926 $388.95
S&S EVO Heads E-909 $799.95 $919.95
CAL CUSTOM 4-SPD. CASE E-996 $265.95
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S&S Super Sport Cases E-920 $796.95
S&S Super Oil Pump E-951 $399.95 25% increase in circulation.
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ACCEL R.P.M. Control Module E-488 $99.95
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Belt Drive Alt. Cover E-957 $24.95
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Alt. modls. w/ 1 1/2" & 2" belts E-960 $44.95
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PRIMO "Equalizer" Motor Plate for Nosecone motors • Provides needed support between the motor & tranny. • A MUST for open belt drives. • Adjustable for belt tension. • Polished. $151.95
Electronic Ignition Distributor • Single or dual fire. • Satin finish Billet housing. • Chrome cover. '36/'69 Big Twin E-975 '57/'70 Sporty E-976 $349.95
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ACCEL "Power-pulse" Coil E-32 $37.95
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CRANE Dual Fire Coil E-486 $51.95
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Stock OEM starter motors = 1.2 kilowatts
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(1.4 kilowatts = 1.9 H.P.) A MUST for todays Hi-Performance EVO's
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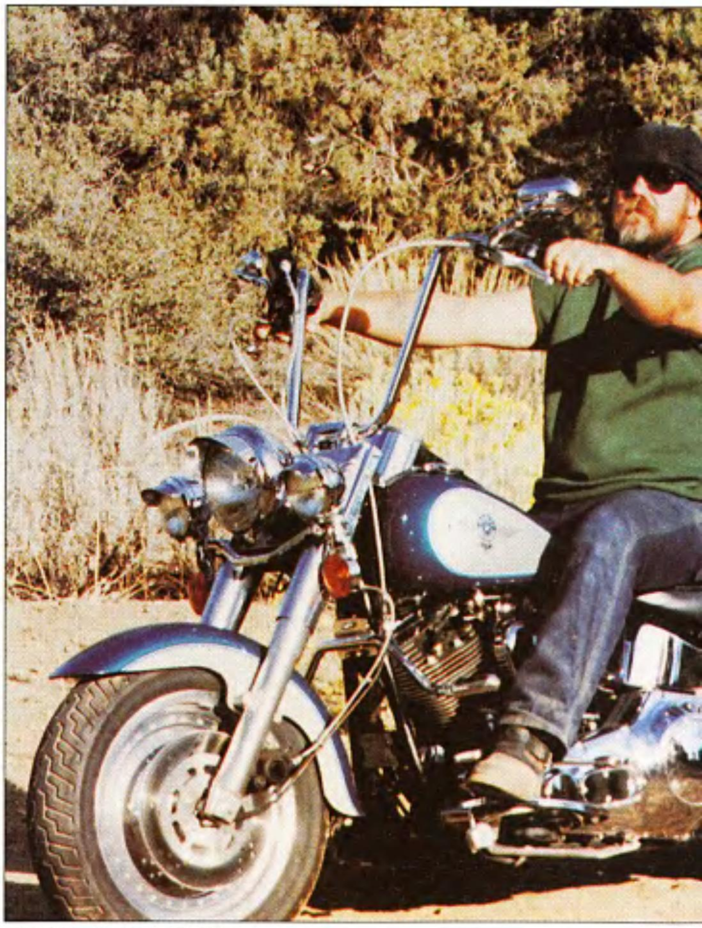
# IN THE WIND®

—Jeff Seymour, Benton, Ill.

—Zane Kuhle, Palm Harbor, Fla.

—C. Kunz, San Bruno, Calif.



—Terry Bert, Frazier Park, Calif.

—Zane Kuhle, Palm Harbor, Fla.

—Richard Farwell, Deltona, Fla.

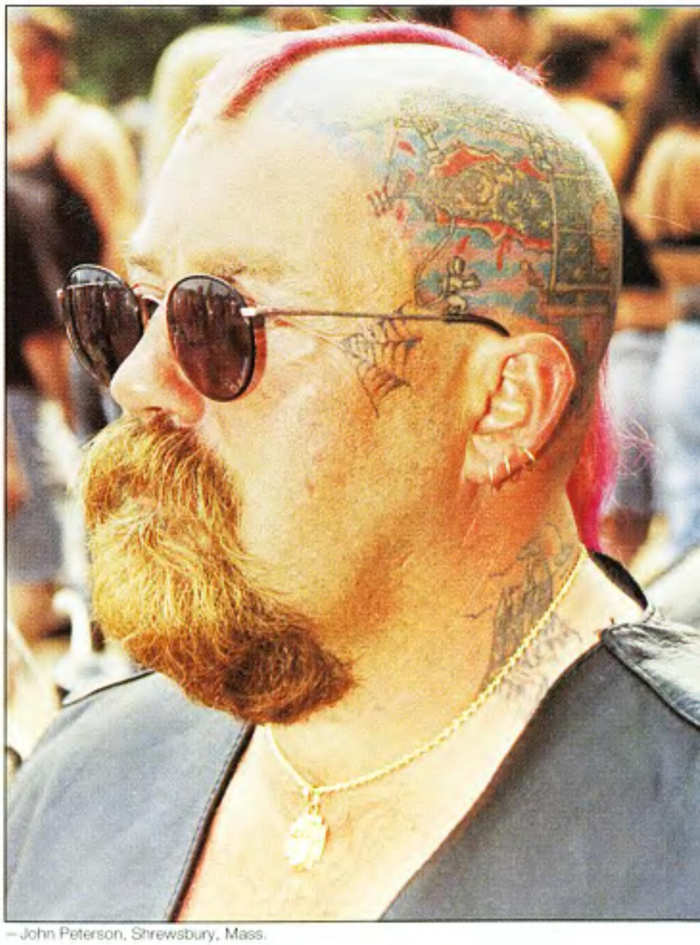
—Art Hall, Long Beach, Calif.

—Maelene Grenat of Roxxxy Love, Lafayette, Ind.

—Nate Ullrich, Sturgis '96

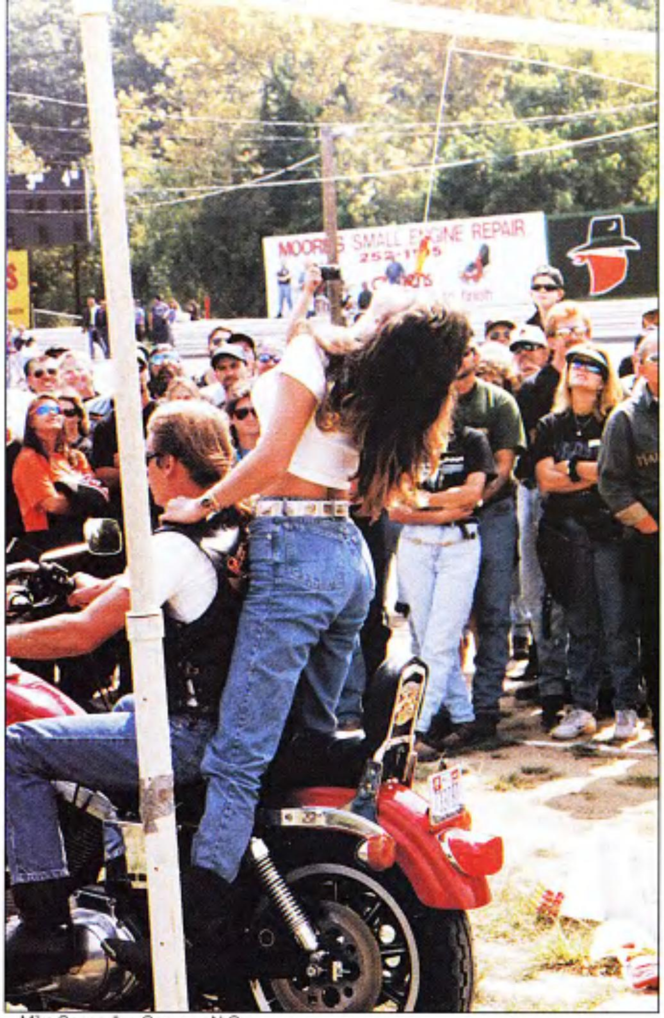
—Wolfgang Krebs, Super Rally '96, Germany

—Michael Pesapane, Wallingford, Conn.



—John Peterson, Shrewsbury, Mass.

—Edwin Bulitta, Sardina, Italy



—Mike Sponseller, Conover, N.C.

—John Donovan, Trenton, N.J.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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http://www.mrgasket.com

Easyriders

CROCKER

# CROCKER

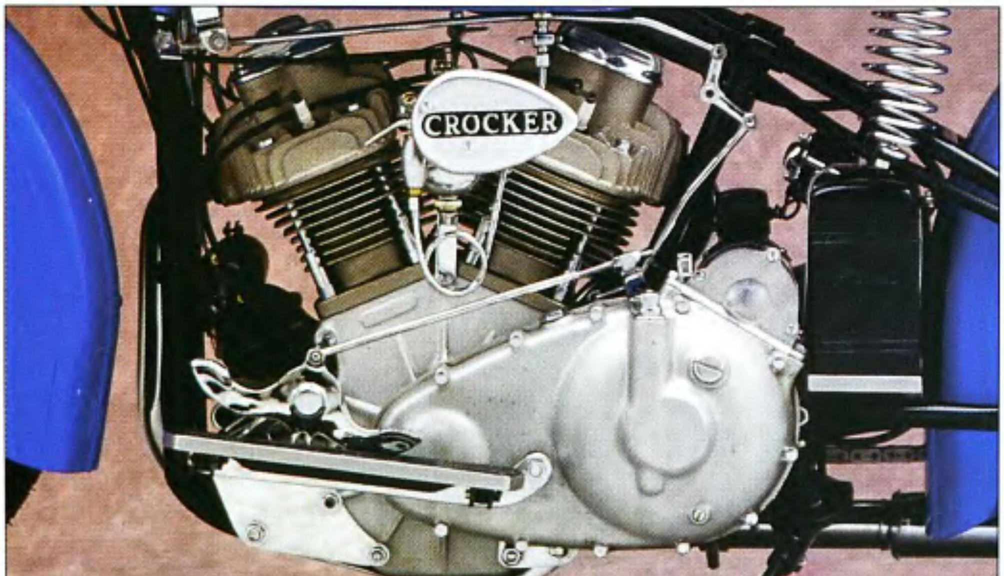
# ROCKETS

The late 1920s witnessed a hot new form of track racing. Called Speedway or Short Track, its origin is clouded in the past. Speedway's popularity with race fans took off like a scalded dog. The earliest Short Track racers were powered by J.A. Prestwich 500cc overhead valve (OHV) singles from England. In the beginning, highly modified Indian Scout twins and OHV single cylinder Harleys rounded out the Short Track circuit in the USA. Albert Crocker, an Indian dealer in L.A., saw the need for an American-made racer. Around 1930 he began building a 500cc OHV single machine. His racers were fast and competitive. Sparing no cost, Al soon earned a reputation for high-quality products.

Crocker abandoned the racing singles during 1936 →

in favor of a more formidable, stylishly designed 1000cc OHV twin Sporting Solo road machine. The sleek, bare-boned twin was designed to give Harley-Davidson and Indian fits on the street and at the track. Sam Parriot successfully campaigned a single and a twin on the Muroc Dry Lake beds in Southern California during this time.

Crocker's early twins sported hemi-heads. The heads' flawed casting continually cracked under stress, causing havoc with reliability. The first twins utilized a combination sump and oil pump cast into the cam case cover. Poor oil return and wet sumping required a redesign in 1938. Straight cut gear teeth delivered 60 horsepower through the nonsynchromesh 3-speed tranny. Speed shifting could destroy a set of shifter forks in no time. The transmission's case was cast into the frame and could not be removed as a separate unit. Crocker's transmission gear assembly is probably one of the most complex to assemble of any motorcycle



ever manufactured. Despite teething and development problems, the Crocker was a formidable road warrior and, given different circumstances, may well have been around after the war.

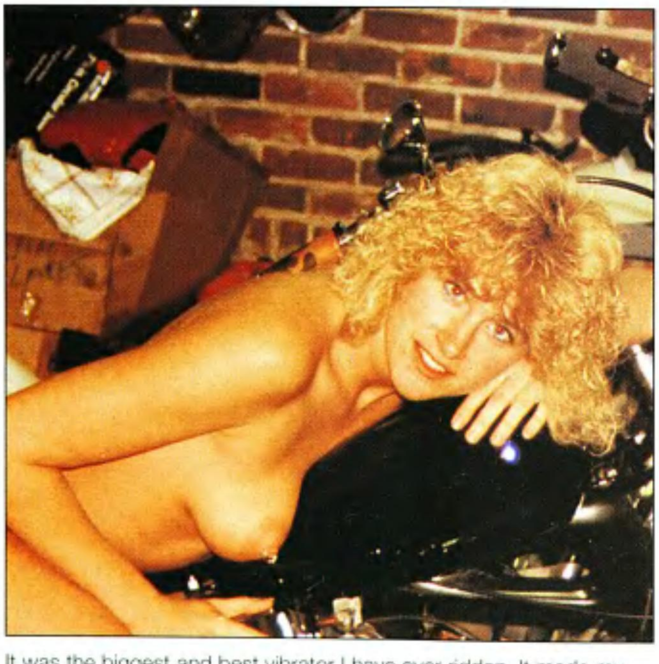
The OHV twins were manufactured in Crocker's plant in downtown Los Angeles from 1936 to 1942. The production figures vary from a few dozen to a few hundred, depending on who you talk to. The beautifully restored featured examples are owned by Tom Baer in Wisconsin. Unusual for any collection is the consecutive serial numbers on these machines. Both bikes were built one after the other in 1937. Paul Pfaffle meticulously restored them to their original splendor. Born of racing ancestry, the hand-built 1000cc Crocker twin etched itself into motorcycle record books and left its mark on cycling history as a true "classic" of the 1930s.

*—Rusty Spoke*

**BEST SPECIALTY: JUDGED CLASS**
Easyriders Bike Show, Columbus, Ohio, Feb. 14-16, 1997. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 1998

# APRIL WINNER

Every once in a while, fate steps into your life and really works for ya ... instead of fuckin' with ya. Your March winner, Lori from Wichita, Kansas, experienced that for herself by entering the contest. Unbeknownst to us, Lori also models for Big Dog Motorcycles, and it was ironic (or was it fate?) that she had entered the contest in the same issue we featured their bike. Lori went to Daytona Bike Week this year (her first time) and ran into our video crew. She wound up being featured in *Easyriders* Video #32. When she got back, she found out she'd won the contest. We had a little trouble getting her to the shoot, until her "private pilot" flew her there. Not a bad gig if ya can get it! Ya can't, though, 'cuz it was her hubby. When she's not attending biker events, she's runnin' the ol' man's vet clinic, and ridin' her own Big Dog bike. When I caught up with Lori, she was getting ready to go huntin'. Not just any huntin', mind you, black bear huntin'—with a bow no less! Hopefully she'll return in one piece with a new bearskin rug. Check out *her* bare skin by flipping to page 92 where she lights up Gerry and Donna Wallace's '39 Knuck. —*Oil Can*



It was the biggest and best vibrator I have ever ridden. It made my nipple rings shake!
**Tracy, Illinois—#801**

The first time John took me on the back of his Harley we were going down Route 195, and we were buck naked ... wow, whatta rush!
**Cherie, Massachusetts—#802**

I was on the back of my dad's bike when my mom was pregnant with me. From that point on, I'll take a ride on a Hog anytime.
**Michelle, California—#803**

The bumps from the road knocked my big boobs out of my leather bikini top. It revealed my erect nipples!
**Roxceene, New York—#804**

My first ride was at the age of three on the back of my dad's '68 FLH. Now that bike's mine, and I'm up front.
**Julie, Pennsylvania—#805**

The rumbling between my legs and the wind blowing through my hair created a thrill that keeps me coming back for more.
**Melissa, Ohio—#806**

# FOX HUNT

**Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!**

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #290 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

**Here she is, bros, the April 1997 winner in our monthly Fox Hunt, Shannon, #401, from Pomona, New York. See more of her next issue.**

For this issue, you can begin sending in your votes beginning July 1, 1997.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties is July 31, 1997. We will print the winner in the December 1997 issue.

---

**FOX HUNT**
**P.O. Box 3000,**
**Agoura Hills, CA**
**91376-3000**

**290**

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I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

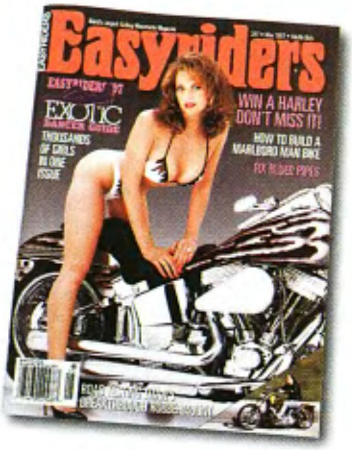
Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
I am _____ years of age, born ____________________
I will pose Full Nude ____________________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Photographer's Signature ____________________

Don't forget to vote. These girls are depending on you.

Send a photocopy of your picture I.D.that shows your signature and photo.

**In the space below, or on a separate page, tell the staff about your first ride on a Harley.**

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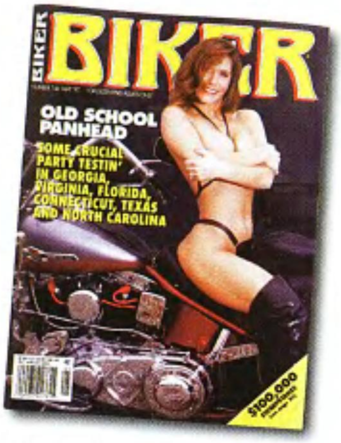


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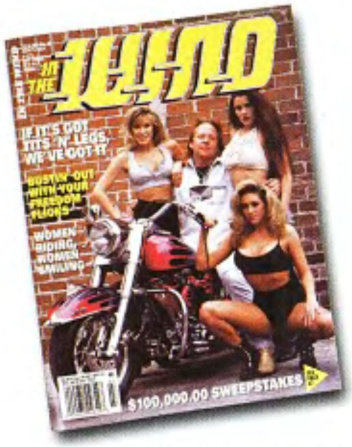


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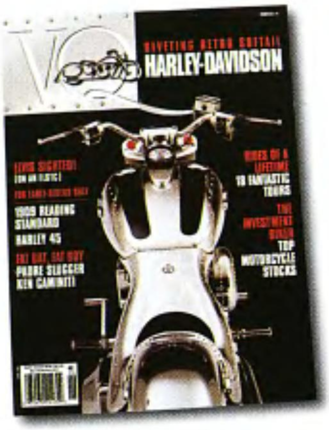


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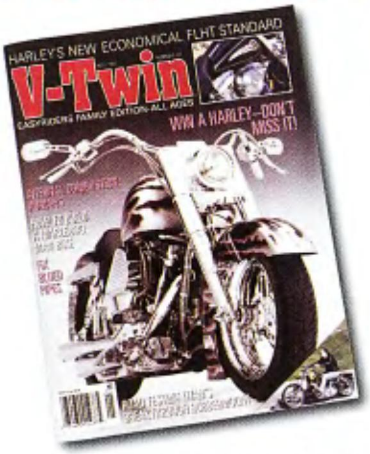


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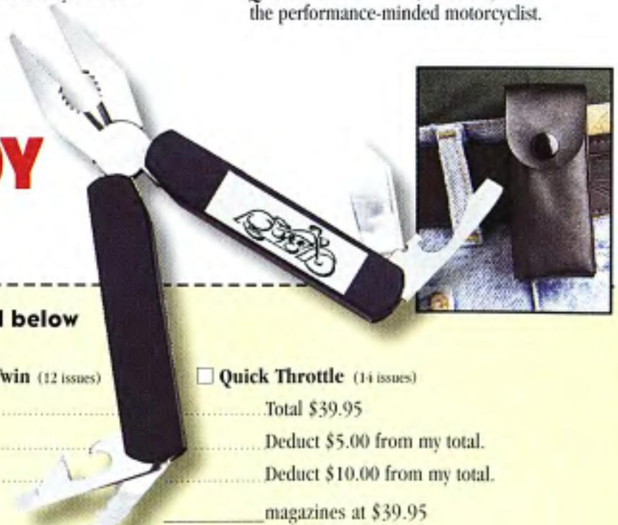

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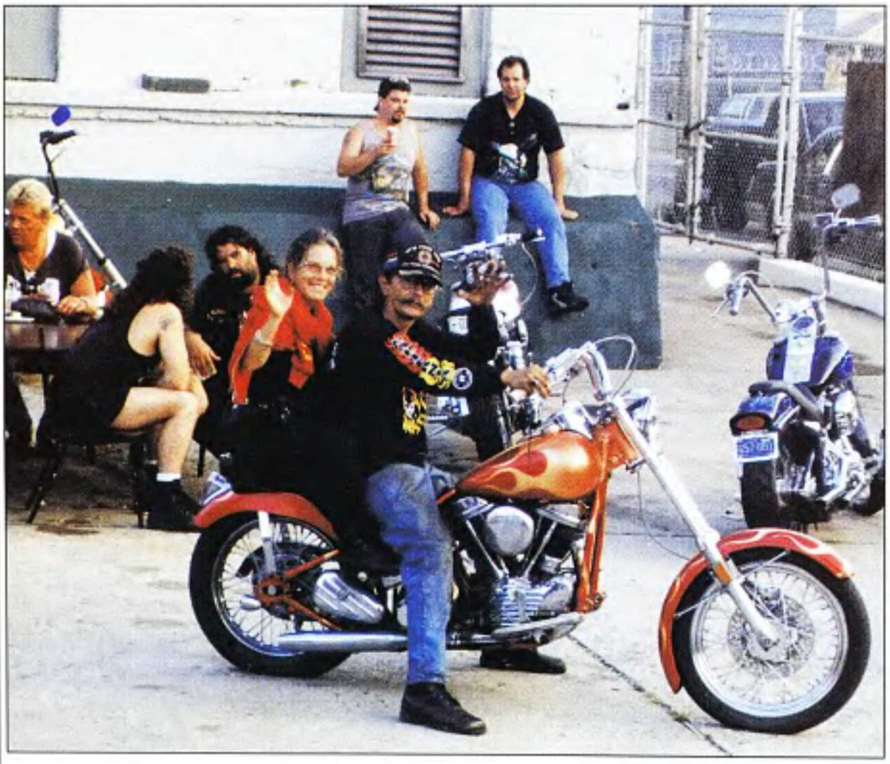
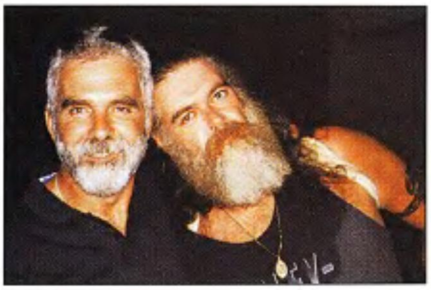
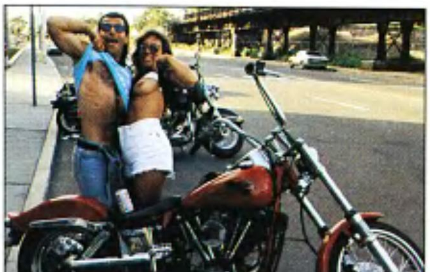
# BLASTER'S BIKER BASHES

OK, so I jump to conclusions sometimes. And even I'll admit I come up with some harebrained ideas (like the pickle popsicle—*picklesicle*, kinda got a ring to it don't it?) But this time I think I'm on to something. Seems everybody is fed up with the current political scene. Sure, the Republicans are promising to lower the capital gains tax and end welfare and the IRS, but do you think they'll do it? And, hey, the liberals would like nothing better than to let the village spend your paycheck. Fuck that. Oh, and did I forget the Libertarians? Sure, they have loads of great ideas, but in my opinion they aren't blood thirsty enough to get the job done. Politics are about dirty pool and rebellion, anarchy and revolution—burning bras, semi-automatic pistols, sex, debauchery, and whiskey, lots of whiskey. Right up our alley. →

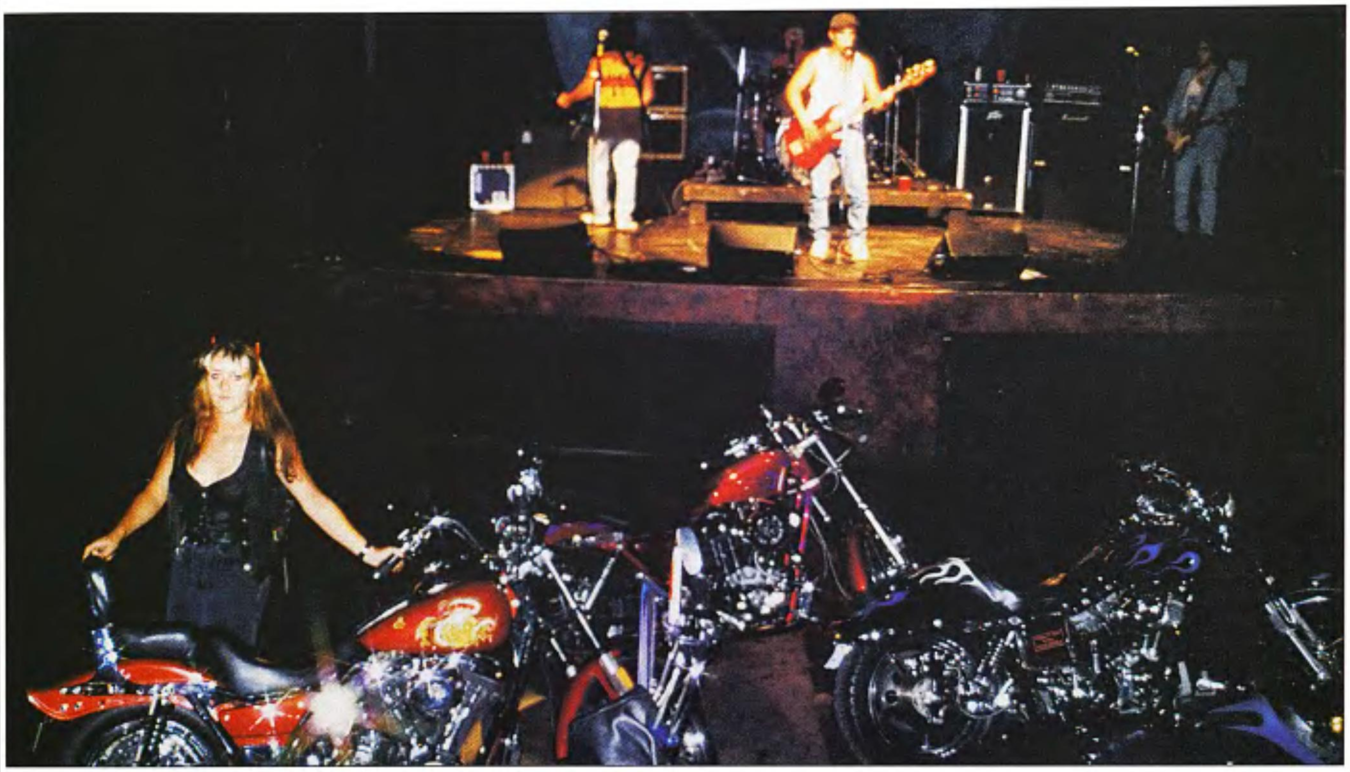


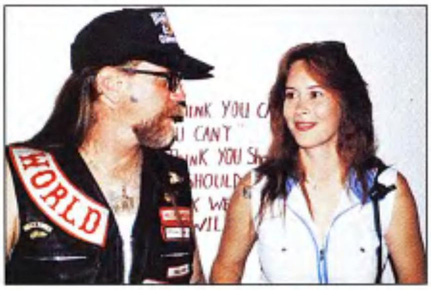


It seems to me that it's time for *Easyriders* to enter the world of politics. That thought came to me when the ever so alluring Nancy left me a message that she was sending me a package called "Blaster Parties." So while I waited for the mailman, I took a little nap. Now maybe it was the Tuna Helper and Top Hat beer that I had stashed way back in the fridge, but I had the weirdest dream. I dreamed



that Joe Teresi, Bandit, the Oz Man, the Pope, Exene Cervenkova, and Kim Peterson were discussing the idea of sending me out on a rigid chopper with the Fox of the Year to research the European chopper scene, the fact that no one has seen Oil Can Scott and Woody Allen in the same room together, and by gawd it's freakin' time for *Easyriders* to start their own alternative party. Of course,

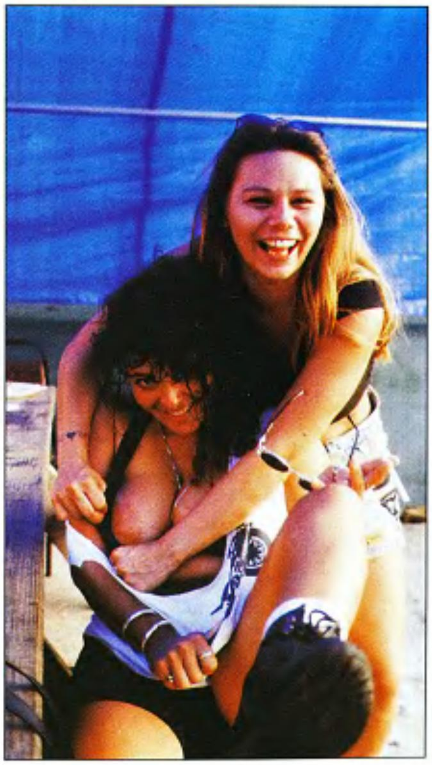




like any good *Easyriders* executive meeting worth its weight in beer, a fight broke out. Nancy entered and threw down a stack of pictures of naked chicks with dynamite, half-naked chicks with bizarre piercings, biker parties, benefit runs, and the HAMC.

Joe, Oz, Kim, and the Pope all agreed our candidate would give a full pardon to John Gotti and appoint him attorney general. Bandit made

the point that we could make "Whatdafuck Day" a national holiday and start the first annual White House lawn drags. But things turned ugly when Oz suggested that New York Myke be our contender. Bandit piped in (literally) that he was thinking of Dave Perewitz. Kim fought Joe off as he was going for Bandit's throat. "Peterson for President," the Pope yelled as the bloody tangle toppled →

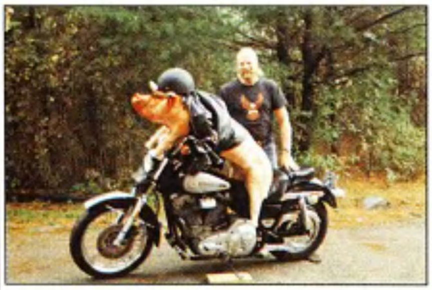


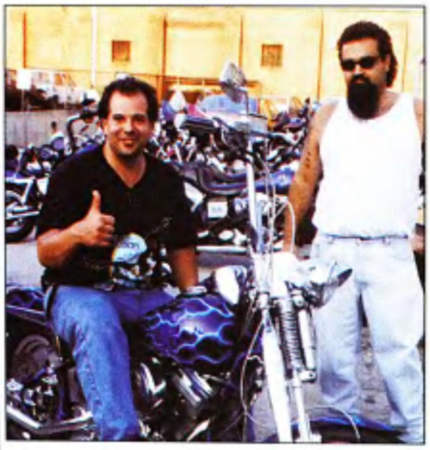
over Bandit's Panhead desk where Exene was trying to bribe Nancy into giving her my new phone number.

"That's it! I've had enough!" Nancy yelled above the din. "I've got this stuff from Blaster—a benefit for Big Ed O'Brien, a Memorial Run and a Balloon Release in Connecticut, a bunch of pictures of half-naked women, and an HAMC party. I'm not even going to ask about the naked

chick sittin' on the stick of dynamite. What do you want me to do with all of Blaster's photos?"

Now maybe it was a moment of clarity, or just the fact that Bandit wasn't about to let me loose in Europe with Lisa, the Fox of the Year, a chopper, and the company credit card. Or maybe it's his on-the-ball-executive-decision-making abilities, but he said, "Send it all out to Flynch.





Photos: Blaster

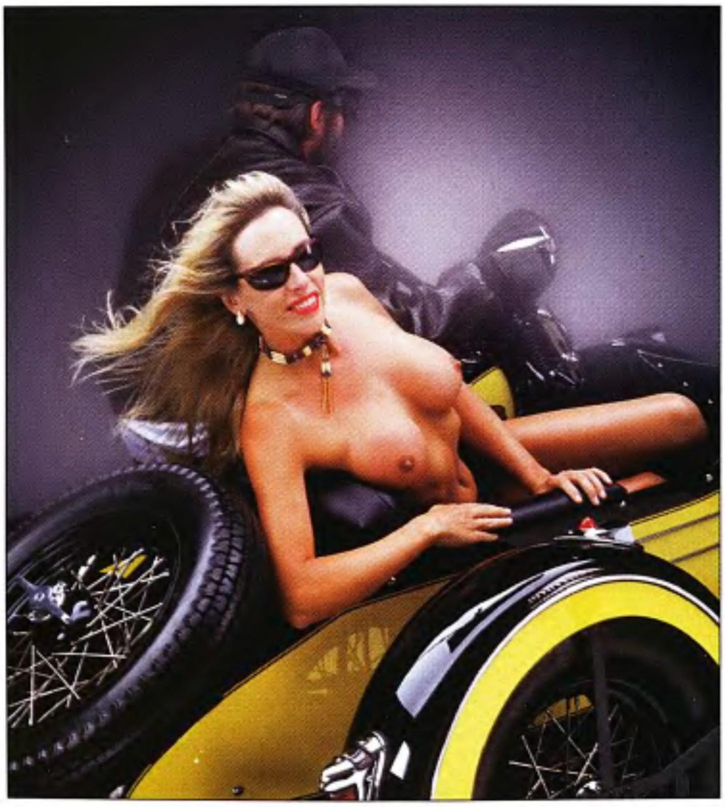
He'll know what to do with it, and don't forget to send him that open belt and clutch he's been wanting." I awoke then, just in time to receive a package from Fed Ex full of Blaster's party pictures. (They arrived in a hot air balloon, weird eh?)

OK, so maybe *Easyriders* sponsoring a presidential candidate isn't such a good idea. Maybe we should stick to what we know: choppers, half-

naked chicks, and wild parties. I mean, with talented contributors like Blaster out there living an endless life of beer, babes, and bikes, it'd be a shame to waste it on such mundane things like kissing babies and $1,000-a-plate fund raising meals. I mean, we should leave politics it to the pros like Newt, Hillary, and Al. But don't blame me when your train gets lost.

—*Flynch*

# A SPIRITED RIDE



Lightning arched across the purple Colorado sky like death's own scythe. Gerry Wallace listened to the staccato of rain on his windshield, and the mesmerizing sound of his wiper blades took his head on a quick trip to his garage where the faithful Knucklehead waited patiently next to his new Heritage Springer and his hot rod barhopper. Gerry spends his days pulling teeth, doing crowns, and planting fillings, →

## GERRY WALLACE'S 1939 EL

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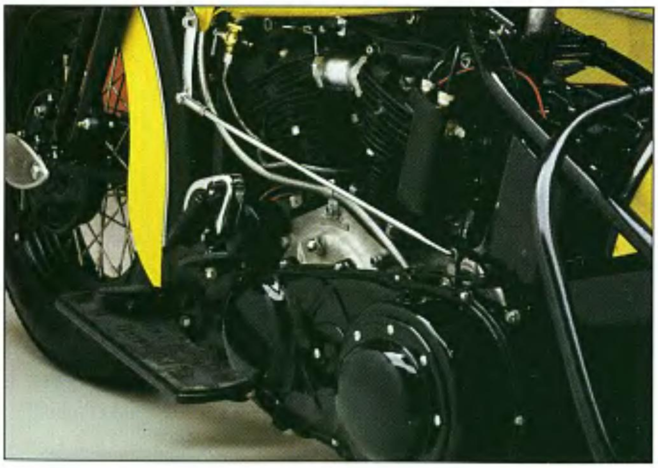


and his nights pulling plugs, doing engine rebuilds, and planting dreams of two-wheeled restorations as part owner of the local performance shop, South Side Cycle. More than once, Wallace was grateful that his surgical gloves covered near permanent grease stains under his fingernails. It takes a ton of fillings to pay the freight on a restoration like this one.

It was a special night for Gerry, for after what seemed like an eternity of planning, parts gathering, and endless hours of wrenching, his prized EL was complete. Tonight, rain or no rain, he would fire up the yellow and black Knuck and go for a ride. He pulled into his driveway with adrenaline making butterflies dance in his stomach and his hands shake as he reached for the overhead light. Even after owning 60-odd Harleys in his lifetime, the smell of a newly →

restored bike got the man's heart pumpin'.

Suddenly, the hair on the back of Gerry's neck raised up like a hunting dog set on "kill" as his eyes adjusted to the eerie amber light that pulsated from under the tarp concealing his treasured EL. He grabbed a heavy flashlight from a peg on the wall and pulled the tarp back, ready for any eventuality, but what stared back at him caused his heart to leap up his throat.

"Hi, Gerry," the long-legged blonde cooed with a voice like a cool drink on a hot day. The warm light was coming from her shimmering nude form.

"Who the hell are you, and how did you get here?" Gerry stammered.

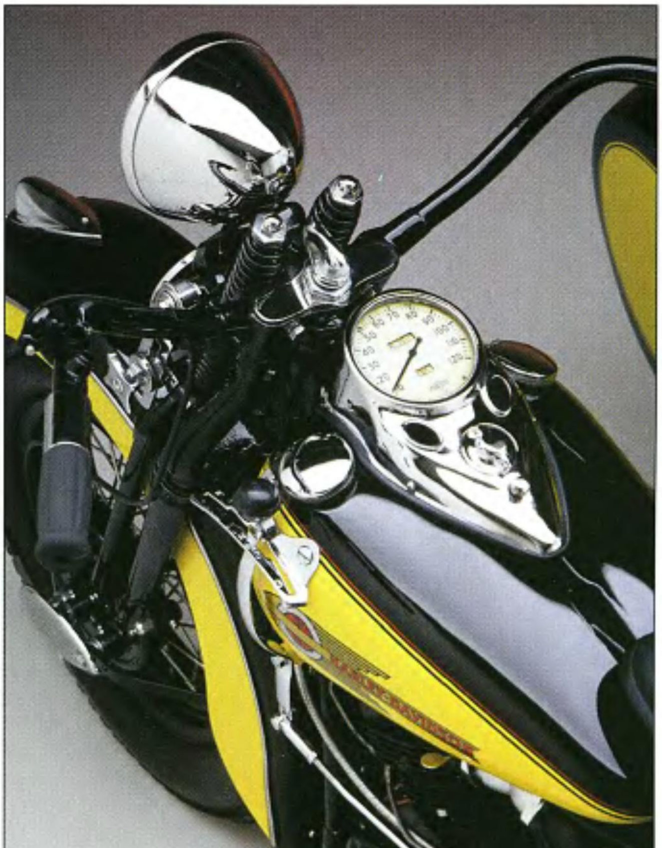
"You should know," the naked hardbelly winked as she leaned back in the bike's lovingly restored sidehack. "After all the hours your hands caressed me and your thoughts turned to me ... ?" Gerry just stood, blinking, a man drowning in his own thoughts. The sultry woman laughed, high and sweet, "Surely you've sensed me within this metal steed."

Gerry thought of all the times he spoke to the bike while working on it, cursing it, then loving it back to perfection. The golden girl leaned over to the kicker and turned the petal outward. "Come give us a kick, lover," she purred, "but be gentle, it's been a long time."

Then it all clicked into place. Who hasn't felt a heart beating within their scoot, a living, breathing essence that is somehow much more than a cold machine? Gerry smiled with recognition. "I'm the spirit of the ride," she confided. After a priming kick, the owner of the 1939 EL turned the switch and his booted foot came down on the petal. In the night, the thunder rolled.

Special thanks to our lovely Fox Lori Kutter for inspiring this stormy midnight ride.

*—Phantom*



**Owners:** ........Gerry and Donna Wallace
**City:** ............................Parker, Colorado

**General**

Fabrication: ......owner, South Side Cycle
Year and make: ......................1939 H-D
Model: ..........................EL Knucklehead
Value: ........................................$35,000
Assembly: ....................................owner
Chroming: ......Willie, Chrome Specialties

**Engine**

Year: ................................................1939
Model: .................................................EL
Rebuilder: ....................South Side Cycle
Ignition: ........................................factory
Displacement: ................61 cubic inches
Lower end: .......................................H-D
Pistons: ...........................................H-D
Cases: .........................................factory
Heads: .............................................H-D
Cam: ...............................................stock
Carb: ..........................................Linkert
Pipes: ............................................stock
Modifications: ...balancing by South Side

**Transmission**

Year: ................................................1939
Shifting: ..................three-speed reverse
Modifications: ..................................none

**Painting**

Molding: ...........................................none
Painter: ......................................Rich Olin
Color/type: ..................black, yellow/PPG
Special paint: ..................smo-o-o-o-o-th

**Frame**

Year: ................................................1939
Type: ................................................rigid

**Accessories**

Bars: ................................................H-D
Fenders: .......................................original
Headlight: ..........................................dim
Taillight: .......................................beehive
Speedo: ...................H-D, catseye dash
Pegs: ...........................................factory
Electrics: ........................................6-volt
Gas tank: .......................................fatbob
Oil tank: .............................................H-D
Primary cover: ...............................original
Seat: .................................................NOS
Mirrors: .............................................H-D
Grips: ............................................rubber

**Forks**

Type: ..........................................springer
Builder: ..............................................H-D

**Wheels**

**Front**

Type: ..................................................H-D
Size: ..............................................16-inch
Tire: .........................................Speed Grip
Brake: ................................................drum

**Rear**

Type: ..................................................H-D
Size: ..............................................16-inch
Tire: .........................................Speed Grip
Brake: ................................................drum

**Photos:** ...........................Michael Lichter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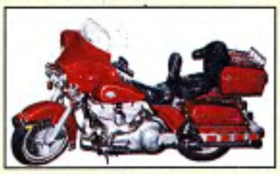
**Stock #:** 092 **Model:** Scorpion **Engine:** 1570cc 96ci 108 h.p. **Color:** Black **Mileage:** Unlimited mileage warranty

**1994 HARLEY-DAVIDSON**
**Stock #:** UM157 **Model:** FXSTC **Engine:** 1340 cc **Color:** Blue **Mileage:** 4700

**1997 COLUMBUS CUSTOM**
**Stock #** NM014 **Color:** Black/silver marble **Mileage:** Break in miles **Features:** Wide chassis, stretch tank, lower air dam

**1995 HARLEY-DAVIDSON**
**Stock #:** UM165 **Model:** Bad Boy FXSTSB **Color:** Black/Blue **Mileage:** 1160

**1994 HARLEY-DAVIDSON**
**Stock #:** UM155 **Model:** FLHTC **Engine:** 80 ci **Mileage:** 30,600 **Color:** Black



**1986 HARLEY-DAVIDSON**
**Stock #:** UM1000 **Model:** FLT **Engine:** 80 ci **Mileage:** 43,000 **Color:** Red

**1952 HARLEY-DAVIDSON**
**Stock #:** UM188 **Model:** FLH Stroker **Color:** Blue Custom

**1997 TITAN**
**Stock #:** Titan 066 **Model:** Gecko **Engine:** 96ci/108 H.P. **Features:** 3 year/unlimited miles **Color:** Yellow

**1951 HARLEY-DAVIDSON** **Stock #:** UM75 **Model:** Panhead **Engine:** 1200cc **Color:** Brown **Mileage:** 1100 on rebuilt engine

**1978 HARLEY-DAVIDSON**
**Stock #:** UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250

**1979 HARLEY-DAVIDSON**
**Stock #:** UM185 **Model:** Sportster **Engine:** 1000 cc **Color:** Black **Mileage:** 11,350

**1994 HARLEY-DAVIDSON** **Stock #:** UM180 **Model:** FLSTF Fat Boy **Color:** Black Custom **Mileage:** 13,900

**1996 HARLEY-DAVIDSON**
**Stock #:** UM184 **Model:** FXD 1340cc **Mileage:** 3660 **Color:** Red

**1997 TITAN** **Stock #:** TI440147 **Model:** Gecko **Engine:** 96ci 108H.P. **Color:** Purple **Mileage:** 95

**1995 HARLEY-DAVIDSON**
**Stock #:** UM181 **Model:** FXDWG Dyna Wide Glide **Color:** Black/Yellow **Mileage:** 3500

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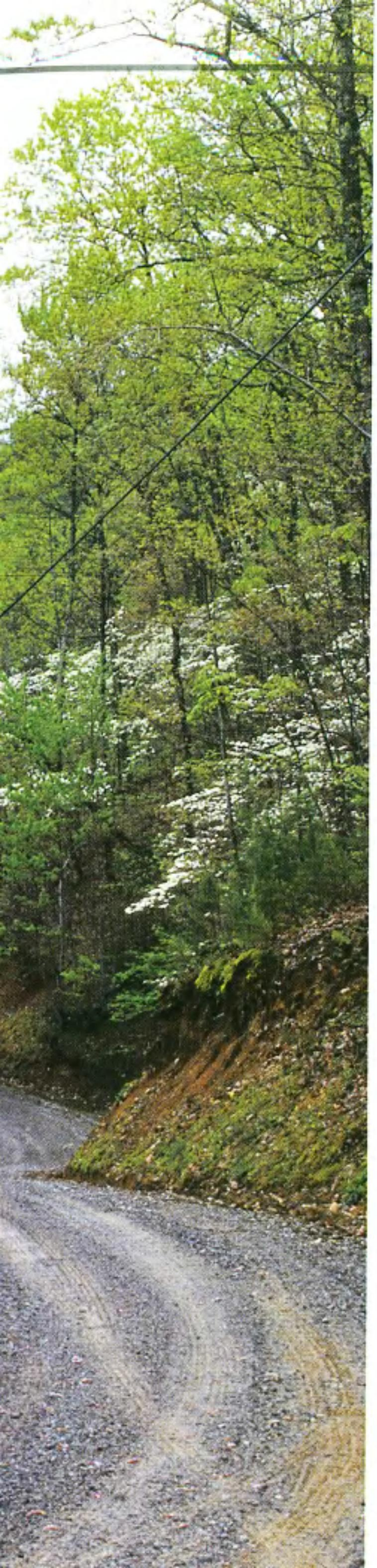
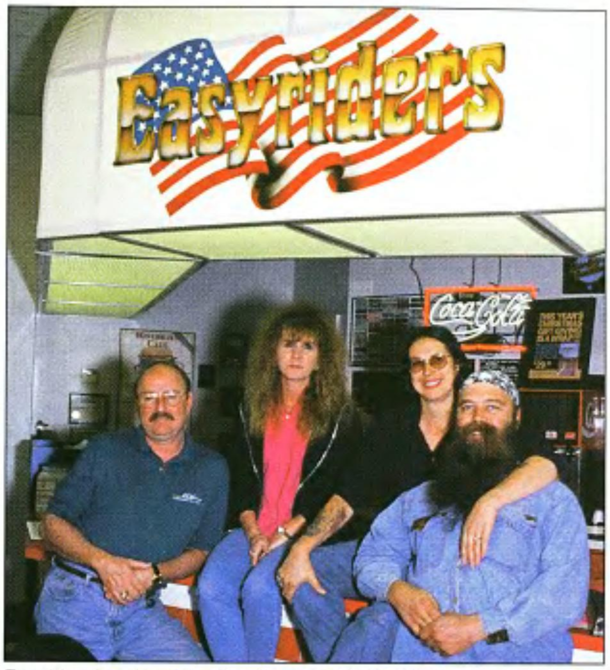
# RIP'S RUN






*Easyriders* franchise folks Fayetteville, North Carolina.

# DOGWOODS

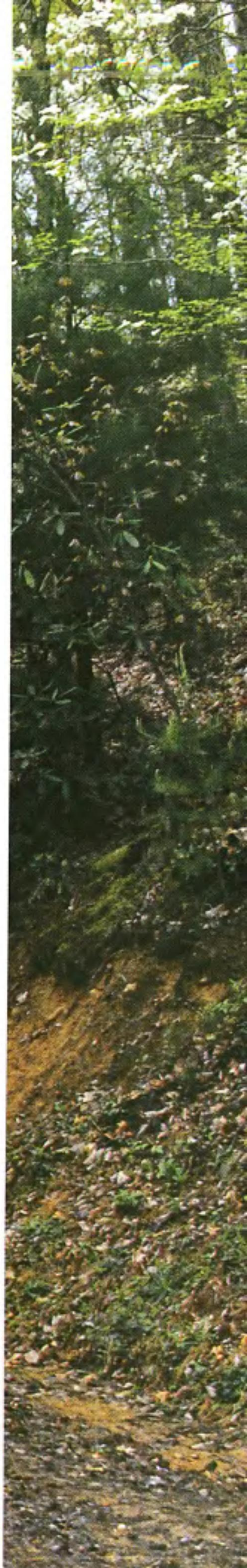
## RIP CRUISES THE SOUTH

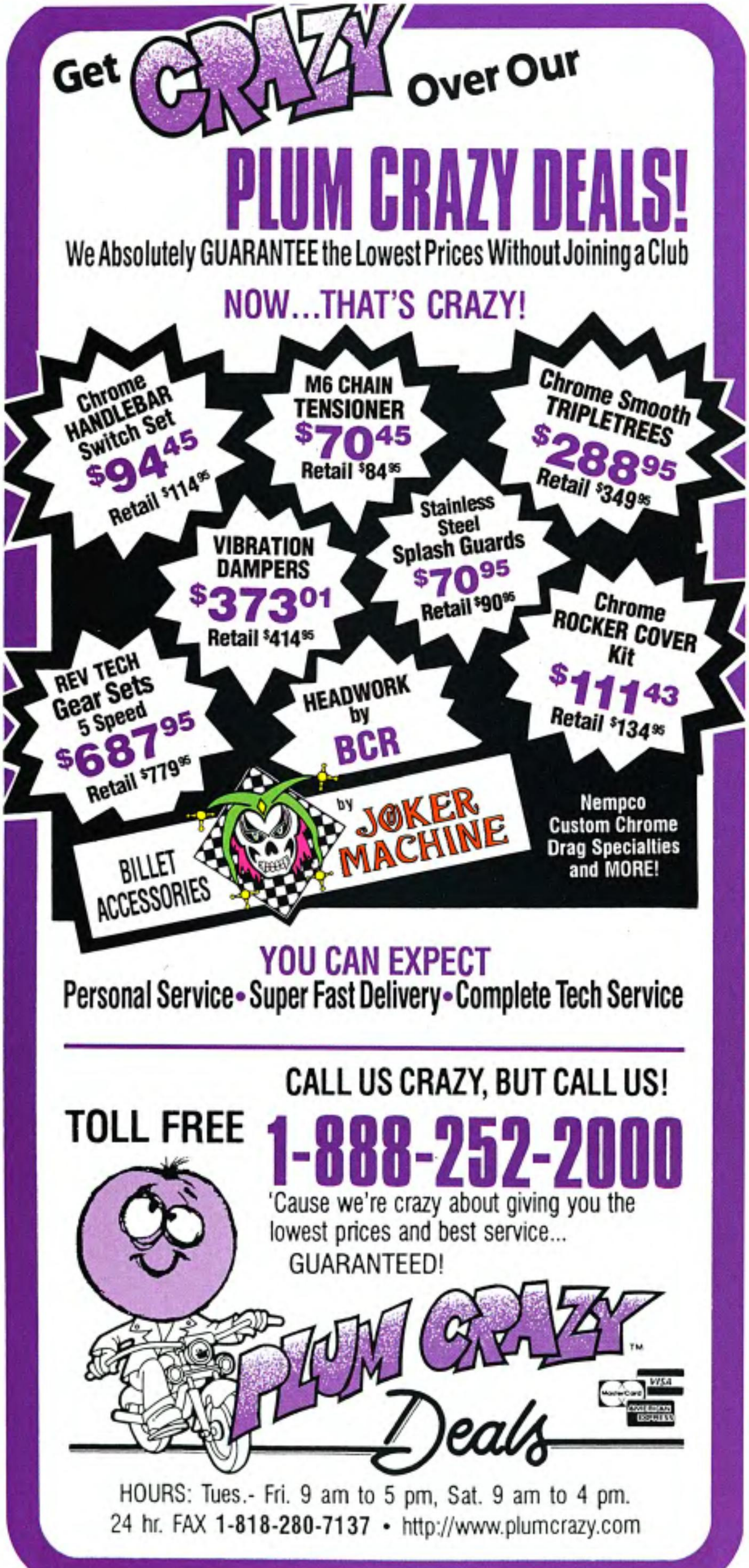
Howdy! Well, here we go again—this time starting from Orlando, Florida. I'd left Sugar Pai at Thunder Alley to be serviced and tuned up after Bike Week. She was running hot and making valve noises when letting off the throttle, somewhere between 2,500 and 3,500 revolutions. During Speed Week, the 42mm Edelbrock carb was exchanged for a 38mm, one which was more in line for the 80-cubic-inch power plant Sugar was now toting. I was experiencing problems with either the timing, the carb, or a combination of both. To help dial in the carb, 17 SuperTrapp discs were put into the muffler. I had to get going and couldn't wait any longer to get it tuned 100 percent. It wasn't right on when leaving town, but I felt I could make the first destination without any sweat.

Before leaving Florida for Atlanta, I rode by Sundance Components in Cocoa, Fla. I'm thinking of having a project bike built and wanted to see their model and dresser frame jig. For what I do, a heavy dresser frame would be just the ticket, versus something lighter that couldn't take the pounding my machines receive. It's the difference between riding in a Chevy or Ford versus a Cadillac. Anyway, Sundance manufactures high-tech motorcycle frames and bitchin' springer front ends. They have lots of fixtures for stretched down tubes for different rakes and trail, particularly Softail putts.

The ride north to Atlanta was swell. Sugar and I enjoyed the sunshine a bunch. Ya know, ya can hardly get into or out of downtown Orlando without paying for their toll roads. We reached my bud Wide Open's pad shortly after sundown. It was starting to get a bit nippy.

While in the Atlanta area I rode to McDonough, Georgia, an Atlanta burb, and visited the *Easyriders* of Atlanta store and bike shop. I liked the way it was set up. I'm sure lots of thought went into it. They look like they're able to take →





*Easyriders* of Atlanta crew.

Sundance Components crew people, Cocoa, Fla.

care of any bike rider's needs. They have a large supply of custom bikes on hand, both aftermarket and factory base putts. They ranged in price from a '57 Mustang for $6,500, to a '97 Gecko selling for $29,200. They have a complete machine shop and are friendly people.

Right next door is Dusters, a bar owned by Mike Gilmer. His bar is involved in ABATE poker runs, and with some offshore riding clubs. They have a decent menu of mostly finger foods. The Duster crew helped out when the *Easyriders* store held their grand opening. Over 3,000 people showed up. There had to be a shitpot full of riders in their parking lot.

Later in the week, Wide Open and his girl, Charley, held a birthday party for me. Lots of my Atlanta friends dropped by. It was fun seeing 'em; they're great folks.

After eating a fantastic breakfast at Pat's house the next morning, Sugar and I headed north toward Greensboro, North Carolina. Pat is a dear friend whom I met a couple of years back and a neighbor of W.O.'s (Wide Open's). Riding along with WFO (Wide Fuckin' Open) was Randy Turner and Lane Morlote. Randy was seeking gainful employment. He'd heard of a new outfit called Cycle Sorcery that was opening a scooter building operation in Atlanta. Currently, Sorcery's headquarters are in Charlotte, at a large facility

Springfest Celebrity Ride and Poker Run attendees at the Ace Speedway.

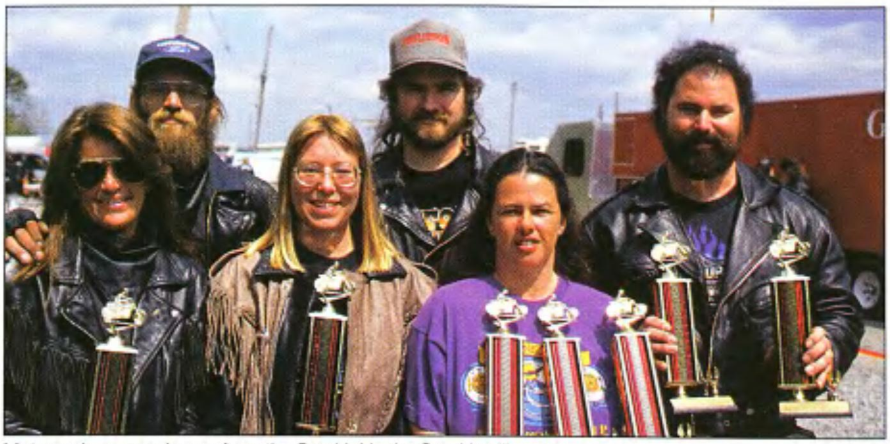
that appeared to have been a supermarket at one time. They had lots of bikes on the floor, many Softail-looking ones. Sorcery was putting them together in the back but found they were running short of room. Incidentally, *Easyriders* will be opening a brand-new franchise store in Charlotte shortly—look for it.

From Charlotte, it only took a couple of hours to reach Kevin Campbell and Kim's home in Burlington, N.C. I'd come to participate in the Springfest Celebrity Ride and Poker Run. It was sponsored by Davis H-D and AHDRA. Davis' H-D was formerly Jordan's H-D. The new owners plan on expanding the present building quite a bit. They seemed like friendly folks who like to get involved with their biker community. The poker run was to start and finish at Piedmont Motor-Sports drag strip. The stops along the way were, naturally, to Davis H-D first, then to Ace Paschal's tombstone. Ace was Dane's partner in AHDRA. He passed away in the summer of '93. I can't set foot on a drag strip without thinking of him. The next stop was to be at the Alamance Battleground to see where the N.C. citizens, called the Regulators, fought the king's men a few years before the Revolutionary War. Then, we headed back to the drag strip for some hot and heavy drag racing action. After leaving Davis' H-D, we rode by Ace Raceway and did a few laps on the paved, short, roundy-round stock car track. That's where the group shot was taken.

Back at the drag strip, we were to have drags in three different classes: E.T. Open Gas, and Open Fuel. However, rain canceled out any and all drag races for the day. AHDRA didn't have a rain date. They were to be nonpoints drag races, billed as the State Championship Series. The E.T. winner would've gotten $300, the Open Gas winner $500, and a grand woulda gone to the Open Fuel victor. I'm sure everyone was disappointed.

The poker run prizes were $300 for first, $125 for second, and $75 for third place, not too bad for a short putt in the rain. It was bearable if you were dressed for it, at least during the daylight hours. It took two days for my leather britches to dry. A funny thing happened on the poker run. While leading the pack, Dane Miller, the head AHDRA honcho, was almost hit by a flying turkey. Riding right behind him, I saw the whole thing. Right after it flew by, he turned around and looked at me as if to say, "Did you see that?" Yeah bro, that ain't gonna happen in downtown Manhattan—ya had to be there. That slow, fat, 30-pound bird would have done some damage.

Spring is a pretty time of the year down South. All the Dogwoods are in bloom. Ya see lots of white and pink colors, →


Motorcycle game winners from the Smokin' in the Smokies III event.

*Easyriders* of Greensboro, N.C., crew.

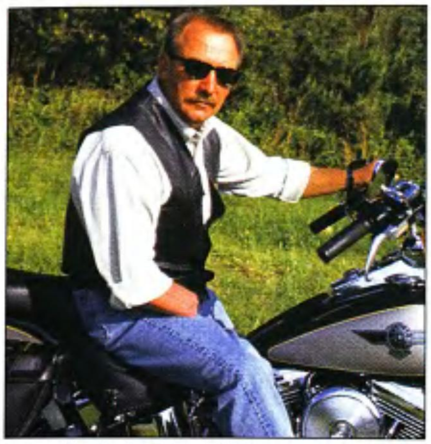
red azalea bushes, as well as purple wisteria vine, and lavender creped myrtle trees. Outstanding pastel shades. I couldn't capture the true colors with the film I was using, because when I had the chance to shoot some scenery the weather was cloudy, all day. Those are the breaks. But ya know, it doesn't make it any less beautiful to scope out.

While in that neck of the woods, it was my pleasure to meet Harvey Qualls, a very interesting man. He operates a repair shop where he pulls wrenches. He rides a '96 Nostalgia with one hand. He lost the other one somewhere. I simply marvel at the man.

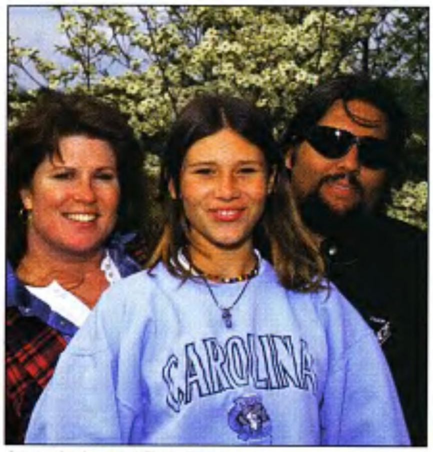
At Dane's shop, Auto Cycle Specialist, Ed Brenner tweaked on Sugar Pai. He got most of the valve noise out of it, probably the spark lead, and leaned out the Edelbrock QwickSilver carb. He did it by the seat of his pants. His wife, Lynn, cooked us dinner that night. She's a hair dresser and knows how to cook a good shish kebab. Kevin and Kim joined us.

The next morning, Sugar and I took a ride to Fayetteville, NC, to visit the *Easyriders* store; it's kinda small but effective. They have lots of neon about the store as well as a soda fountain section where they serve finger food and drinks (no alcohol). They have a mechanic named Ralph who works out back in the service area. He works strictly on H-Ds and the clones. The operation is huge, with the back of the store selling and maintaining offshore two-, three-, and four-wheeled vehicles. We went out to dinner that evening, courtesy of Mike Cunningham, the franchise's owner. I met his wife and kids, along with some interesting local folks, such as Hammer, who does H-D bike painting. We had a great ol' time socializing till late that evening. Kevin Campbell dropped by and ate dinner with us. I spent that night at Gypsy and Ralph's home. Gypsy Westbrook is the manager at *Easyriders* of Fayetteville. Gypsy is a she, not a he, so you won't be confused. The next morning, after taking a few pictures of the Fayetteville *Easyriders* crew, Sugar and I rode back toward Greensboro, NC.

On Friday, April 11, before leaving the area en route to Tennessee, I dropped in on the *Easyriders* of Greensboro store and shop. This place is ideally located. Exactly 1.2 miles north of I-40 on College Road, one of the main streets in town. They feature a full service shop with T.R., or the T-Man, handling the wrenching duties out back. He owns much of the expensive machinery located in the shop area. Up front, they carry most all of the *Easyriders* products, plus lots of aftermarket go-and-show parts. They can take care of your bike needs, including



Harvey Qualls, Burlington, N.C.



Jean, Josie, and Don DeLong.

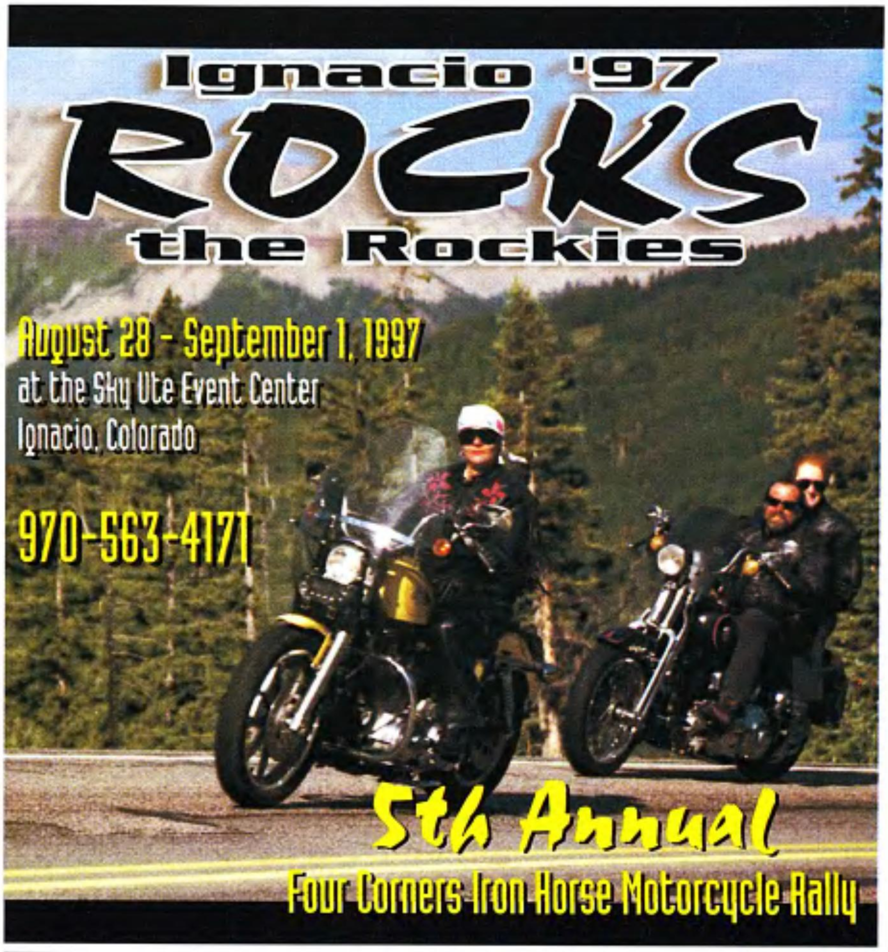
bike sales. *Easyriders* of Greensboro also has two lady tattoo, artists, Christy and Lea; they're mother and daughter. They have been there since the store opened, and have all the health department licenses needed to operate in Greensboro. They don't do body piercing. Check 'em out if you're in need of some ink and check out *Easyriders* of Greensboro when you're in the area.

Attached to their building is the original Plum Krazy's restaurant and tavern. Both of Plum Krazy's owners ride Harleys. Steve Milsap has a Shovelhead, and his partner, Ken, rides a Blockhead. P.K.'s does have live music Friday and Saturday nights. It's the home of the blues.

It's been a bit of a struggle, but I su p-pose I'm healing. Every month that passes I get a little stronger, nothing major, but, hopefully, it will continue.

From Greensboro, it didn't take very long to hop over the tail end of the Appalachian Mountains on I-40 as it threads its way between the southern Appalachian and northern Smoky Mountains. The major problem I have while riding in these parts is wanting to stop and take pictures. It's damn hard because there ain't many view stops along the trail.

Anyway, Sugar and I were headed to Knoxville, Tennessee, to attend Smokin' in the Smokies III, an all-motorcycle run-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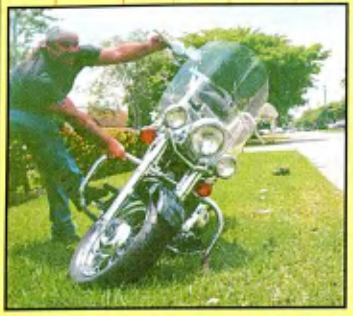

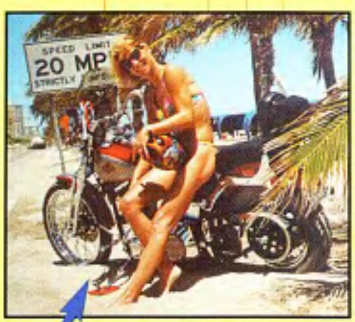

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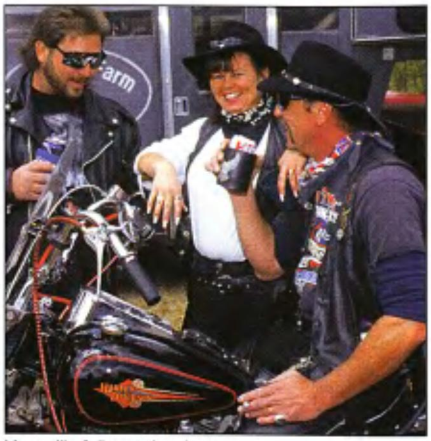
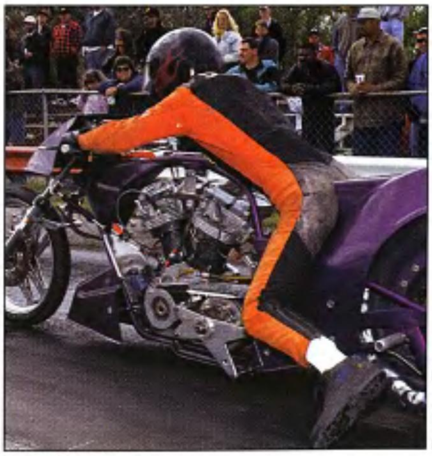


Knoxville folks at the drags.

what-ya-brung drag race. Anyone could enter, as long as they had a motorcycle jacket and helmet. The feature attraction was a best two out of three fuel bike shootout. In one lane was Tennessee Thunder, the other, Pack Attack. Tennessee Thunder won going away. They raced three times and T.T. won all three. It was supposed to happen Saturday, April 12, but was rained out. The show did go off Sunday on the rain date; however, it was a bit on the chilly side in the shade. Dry and cool, Sugar was hard starting, but I finally got her going. I guess I'm old school, but I hate going to motorcycle doings in an automobile. They had a small bike show, field events, and vendors selling stuff. A couple had used bike parts. The whole program was put on by Foothill Leathers, owned and operated by Jean Delong. She makes custom leathers and does repair work. She and her husband, Don, put me up while I was there. They are fine folks and have a cute teenage daughter named Josie, who reminded me of my girls when they were her age.



Photos: Rip

Pack Attack launching.

If you're ever in Knoxville and have a craving for ribs and barbecue, stop at Corkys. You'll be glad you did. The prices are reasonable, but the best part is that the food is delish and tasty.

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At Wide Open's house.

As this is written, it's beginning to warm up in the Southern states, so it's time to service up the putt and get ready to ride. Don't forget to join Bros Club, especially for the road service. You should also know we are revising *Ridin' With Rip—The Bros Club Guide to America*. This will be Volume Four. While you're out and about, how about dropping a line to the ol' Ripper. I wanna know what's going on around the country. Until then, see ya.

—*Rip*

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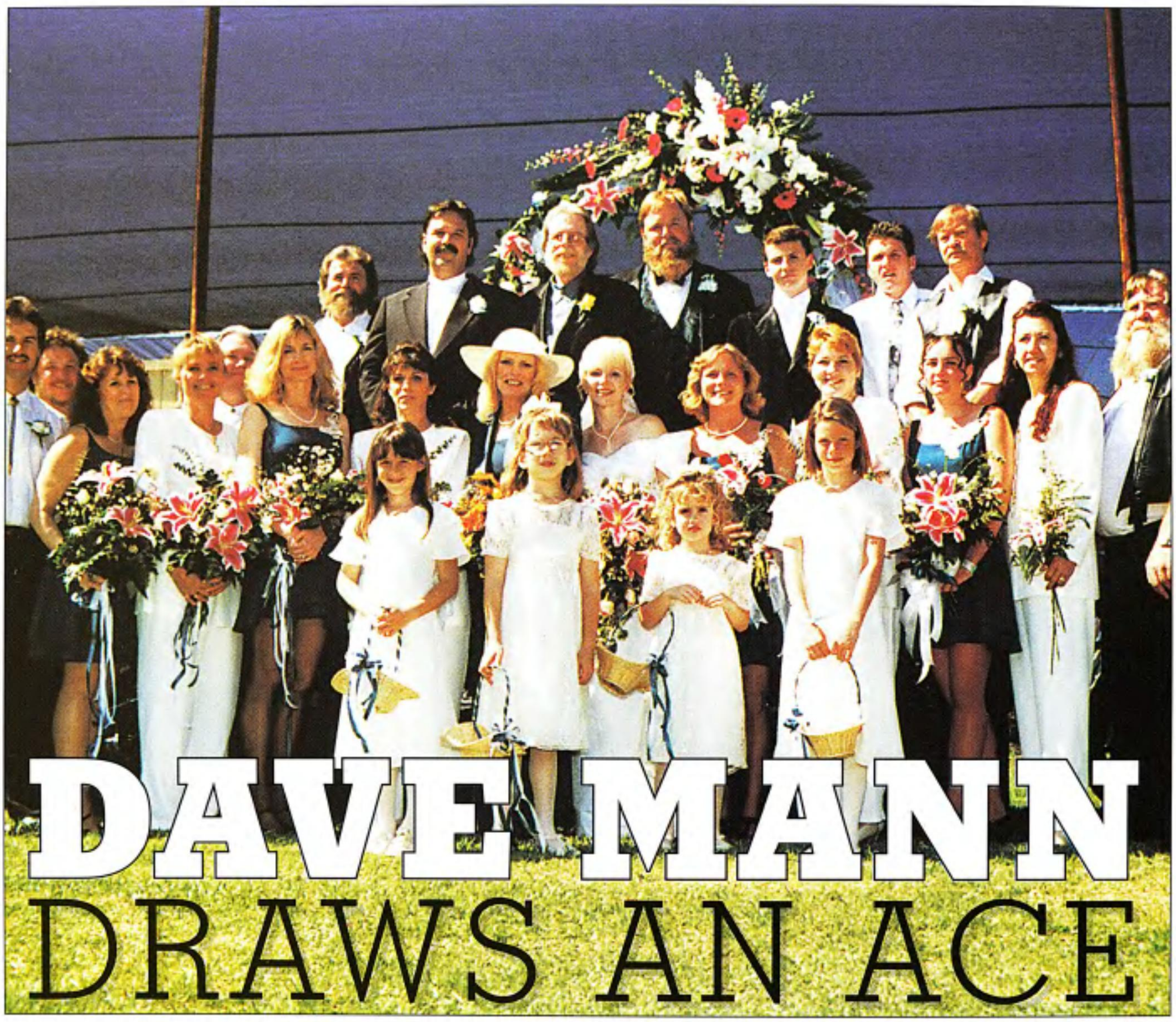
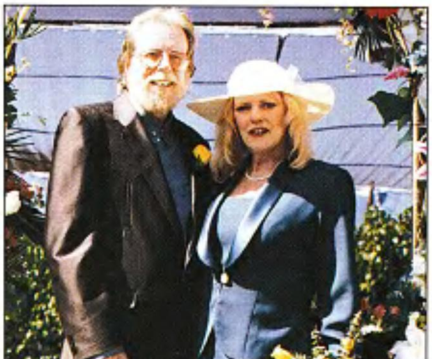


# DAVE MANN DRAWS AN ACE



## AND TIES THE KNOT

On March 9, 1997, David Mann stepped out of the canvas storyboard headlong and headstrong into an event every bit as colorful, defining, and realistic as one of his illustrations depicting our biker lifestyle. Life does imitate art.

We were there to witness the 56-year-old peerless illustrator go public and on record to make an honest woman out of the former Jacquie Scott, Dave's sidekick, partner, confidant, backup, best friend, advisor, and biggest supporter for the past 17 years. Of course, David being David, this couldn't be just a quiet, quick splash and a peel. No, David let his Scottish heritage run wild and did it up right with bagpipes blaring in a double wedding ceremony with his longtime bro David Hansen and his fiancée Tammy Shamlin, smack dab in the middle of a motorcycle swap meet in Ventura, California.

The sparking idea of a double-wedding ceremony got its fire from a pure chance meeting between Big Dave and his one-day bride-to-be, Tammy, at the very same swap meet, exactly

one year earlier. Both swap meets were put on by Dave Hansen; this Dave is also known as "Huggy Bear," and he's the owner of The Shop, a vintage motorcycle emporium in Ventura, Calif. (Confused yet? We've obviously got a few future prospective members for the Seattle "Dave's" club.) Anyway, Dave Hansen, the marryin' one, wanted to go back to where he had found his true love, the blonde one, not his black Knucklehead sidecar, or the David Mann-enhanced Shovel that was featured in *Biker*. Big Dave called Dave Mann and proposed that they get it on together, with the Harley public in attendance to watch the vows. David Mann thought it over and concluded, what the hell, we've been together 17 years, why not? And the wheels got rollin'.

To do this required the help of many people, not the least of which were the Ugly MC, who handled all the cooking chores for a party of 500;

Photos: Kim Peterson

the Devils Diciples MC, who provided a great bachelor party; the honorable Larry Laird, who performed the ceremony; Huggy Bear and his event staff, California Local 13 ABATE chapter who provided security; and Gary Phelps and his Seaside Park crew for creating a blissful atmosphere for tying the knot.

And what a day! Magnificent doesn't do justice to the warm, clear skies we were given that day. Brothers and sisters from Canada (howdy Goone, Gringo, Buck, and Wilf) and Weasel cult members from Kansas, Missouri, and California were in attendance along with representatives from many stand-up clubs. Everybody partied. Hard.

Our man, David Mann, wanted to proclaim his sentiments publicly, and told us: "Most important to us was having almost all of our wonderful friends together with us in one place at one time ... our wedding day. It was a surreal, magical, and blessed day. Especially for our parents—who were wondering if it would ever happen. We know our dads were there in spirit. As for me, Jacquie has always been my inspirational and creative partner. I have to admit I'd be lost without her. Her beauty and positive fun-loving spirit top the cake. The circle is complete."

Amen, brother.

—*Weasel Kim*

# THE INHERITANCE

## A GIFT THAT KEEPS ON GIVING

FICTION BY KEVIN REDDING

July 4, 1970—a day of death and freedom. The Red Crosser, in a well-practiced sympathetic tone, told me my father was dead and tossed me a doughnut. I went back to the hooch, bid my Air Cav buds good luck and safety, and shouldered my duffel. That was it. I closed the door on those memories. I have no idea who made it back or who ended up listed on The Wall. Twenty-five years later, I like to think they're all sucking down cold ones at their children's weddings.

**I SMILED TO THINK OF HOW THAT XLCH WAS THE HOT BIKE OF ITS DAY**

Memories of the next two weeks are incomplete. I remember the cool, clean beauty of the stewardess—the first white woman I had seen in a year. She smiled at what she thought were tears of joy. It was easier to join in her misconception than drag her into my reality. Unknowingly, she comforted me with drinks and a blanket to protect me from the unaccustomed cold of the plane's AC.

The Oakland Army Base re-up counselor took one look at me and said, "I guess not."

"I guess you got that fucking right."

That was memorable because it was the only time I ever heard something sensible come out of an Army mouth. I declined the "See how good we are to you—welcome home" steak dinner and got out as fast as I could. I changed into jeans and a T-shirt at a Texaco station, then walked across the street and shoved every piece of Army khaki and green into the Bank of America night deposit.

Back in the world, I buried my father and listened to the reading of the will. I was surprised that all he had, as a maintenance worker at a highbrow New England college for women, was a small-paycheck-to-small-paycheck existence.

His house was a small bungalow on a side street next to the college. The school had gobbled up every piece of land around it to provide a high-priced, snotty educational institution for a lot of high-priced snotty girls. The blue-collar island, 15 College Green, was in a sea of houses converted to department offices, houses inhabited by petty administrators, and houses torn down for parking lots.

As evidenced by dust in the front room, Pop lived his last month in a hospital as cancer ate his insides. My good mother had kept that room spotless and he, in her memory, had continued it until his final hospitalization.

I thought I should do the same, but instead went down to the cellar to unwrap my two-year neglected ride. I smiled to think of how that XLCH was the hot bike of its day, blowing off →

Bonnevilles and whatever else came along with regularity. It had Sifton cams, Barnett clutch, reworked heads, and an 8-inch extension to the stock Sportster front end. I had gone a little crazy with the spray gun and used silver flake base flames with candy red and oranges over gold. She was totally tricked out.

A little tuning, a meeting with a realtor, and I'd be back on the road with money in my pocket to see the country I had allegedly fought for. Staying in this small, pinched-back, narrow-minded New England town was the last thing on my mind. Correction: next-to-last—re-enlistment was the last.

I was clanging wrenches and sucking down a brew when the doorbell rang. I dug into the icebox and pulled out another 16-ouncer. I could barely close the door because of the accumulation of frost.

Two suits from the college were there to pay their respects. At least one of the suits seemed to be hiding a nice set of tits, although she was as frosty as the old Frigidaire chugging away in the kitchen. She was a purchasing agent for the college and probably brought the other one for protection.

**HER GOLDEN HAIR WAS DOWN, BACKLIT BY THE SETTING SUN**

Her ice-blue eyes took in my bare chest, unfashionably dotted with a few shrapnel smiles and assorted ink work.

"We are here to pay our condolences. Your father was an important part of our college family and—"

"What do you really want?"

Suit with heels glanced at suit with wing tips, took a deep breath, and started to open the burgundy briefcase that perfectly matched her burgundy heels.

"The college is interested in purchasing your property for a new administration building."

Wing Tips added, "It would include a plaque in your father's memory."

"And where would you put it? In the john where he cleaned up your shit, for shit pay?"

Wing Tips backed up a foot, but Heels stood her ground.

"We understand your pain and will call again next week."

Heels snapped the briefcase shut and joined Wing Tips in a very precise about-face. I drained the rest of the beer and tossed the empty can after them. Wing Tips jumped like AK-47 rounds had sprayed the walk. Heels didn't flinch, but did a controlled turn and said, "We will call."

I spent the next couple of weeks recovering from the nightmare on the other side of the planet and dealing

with memories of my parents that surrounded me then and there. Notes were left in my door and then formal letters with offers. Selling was exactly what I wanted, but I've got a nasty habit of pushing back against pressure instead of being a smart guy and going with the flow. If you ever want me to buy something, pretend you don't want to sell it. I'll be a rabid lunatic of desire.

My rehab was long rides. I built a ramp so I could make a sweeping left turn onto College Green, go full throttle then brake hard, sliding the rear Avon and becoming a candy red and orange streak straight up the ramp onto the porch. Each time I pulled this maneuver, the neighbors would stop and give me something-should-be-done-about-that glares. Once in a while, one of the less uptight coeds, revolting against her parents while sucking up their bucks, would give me an admiring smile.

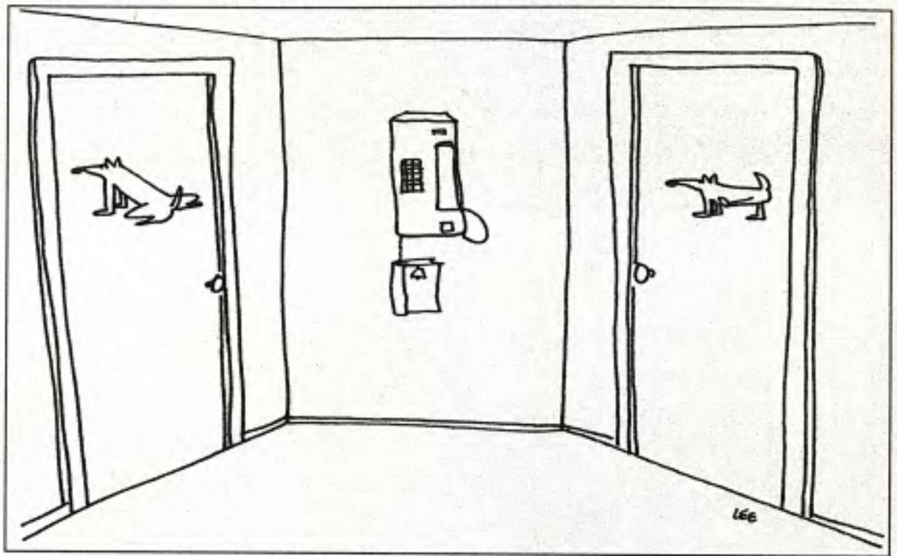
Sometimes I'd see Heels. Always a suit, always the blond hair pulled back tighter than a bunk ready for inspection and always the icey blues, colder than a sniper's eyes. I had defrosted the Frigidaire, jabbing the glaciers that surrounded the coils with my bayonet despite the posted warning. Danger was nothing new to me. I wondered what it would take, if anything, to defrost her.

After I ignored five certified letters, each offering more money, she ventured an in-person frontal assault. She was alone. I don't know if Wing Tips begged off this mission as suicidal or she just thought a new approach would work.

I was on the porch changing the Sporty's oil and adding some anti-freeze to me. She marched up the walk, heels clicking off the cement, like she had a purpose, but something was different. Instead of the briefcase, she carried a brown paper bag. Her golden hair was down, backlit by the setting sun as it surrounded her face and reached halfway down her back.

"How about a truce?" From the bag, she extracted a bottle of wine—red, fancy and French and I fantasized that her undies were the same.

Her expensive, toothsome smile was perfect and I ignored the danger. I didn't have a corkscrew, but opened it the airborne way. I cushioned the bottom of the bottle with an oil rag and banged it →



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against the wall, easing the cork out.

We talked. She told me of the importance of the building to the college's growth, to the alumni, to the students, to her. I told her of my fuck-them attitude to the college, to the alumni, to the students—but my eyes spoke of how my fuck-her attitude was literal, not figurative. I tried to explain how I felt about the war—a blue collar one. Her alumni got their kids student deferments or schemed with sympathetic doctors to certify that Junior was totally allergic to warfare. Unprophetically, I said at least none of the draft-dodging muthafuckers would become commander in chief.

I'd like to tell you I melted her. I'd like to tell you I ripped the suit and white silk blouse off of her to make love, and we rode into the sunset—forever together.

Well, I did rip her blouse after she tore my flannel shirt. As I prophesied, they were a very nice set of titties, and below, a lovely pair of red, fancy, French undies. We did make love and it was pretty good. She kissed my scars and I kissed her breasts, but no sunset and no forever.

I signed the quitclaim and she handed me a check. She picked up the deed and shark-smiled. Glancing at her now buttonless blouse, she must have figured it was a legitimate claim for her expense account. She pulled her hair back and said, sarcastically,"Well, you've got a sizable inheritance. It should keep you in beer and gas for a lifetime." Then she added, "You'll be out in a week." Not a question. A statement.

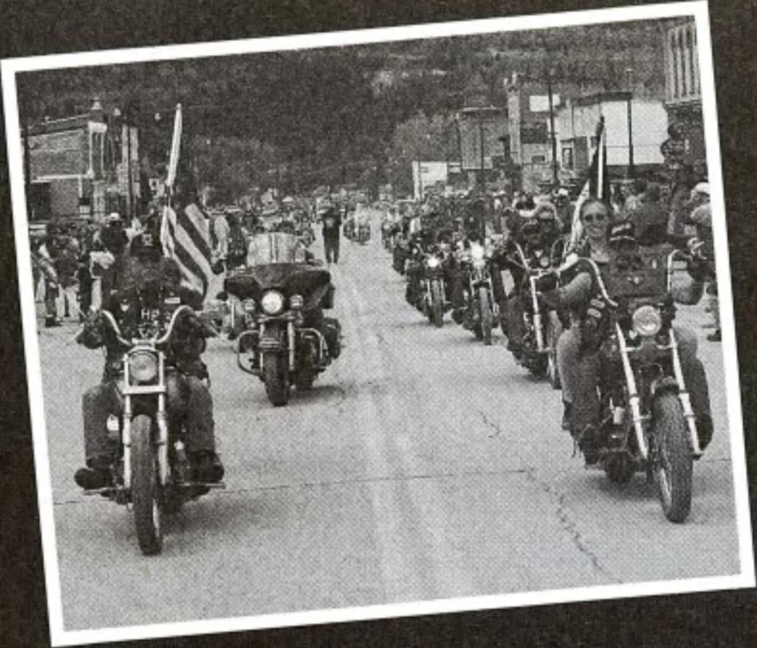
The house is gone, replaced by her administration building. I hope she's happy, enthroned in her concrete

## SHE KISSED MY SCARS AND I KISSED HER BREASTS

pillbox. Maybe, every so often, a straight-piped Harley goes by and rattles her triple-pane window. Maybe she thinks of a better way of life, maybe not.

She was someone who absolutely knew what she wanted and thought she could calculate what everyone else wanted. But she was wrong about me and my inheritance. I would have shared it with her if she understood. My inheritance was the wind. ⊙

"Next time have your girlfriend take off her shell."



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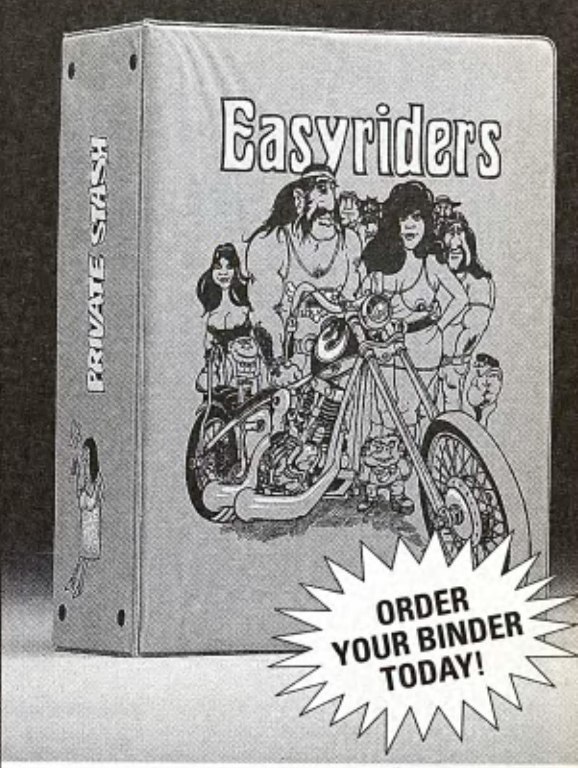


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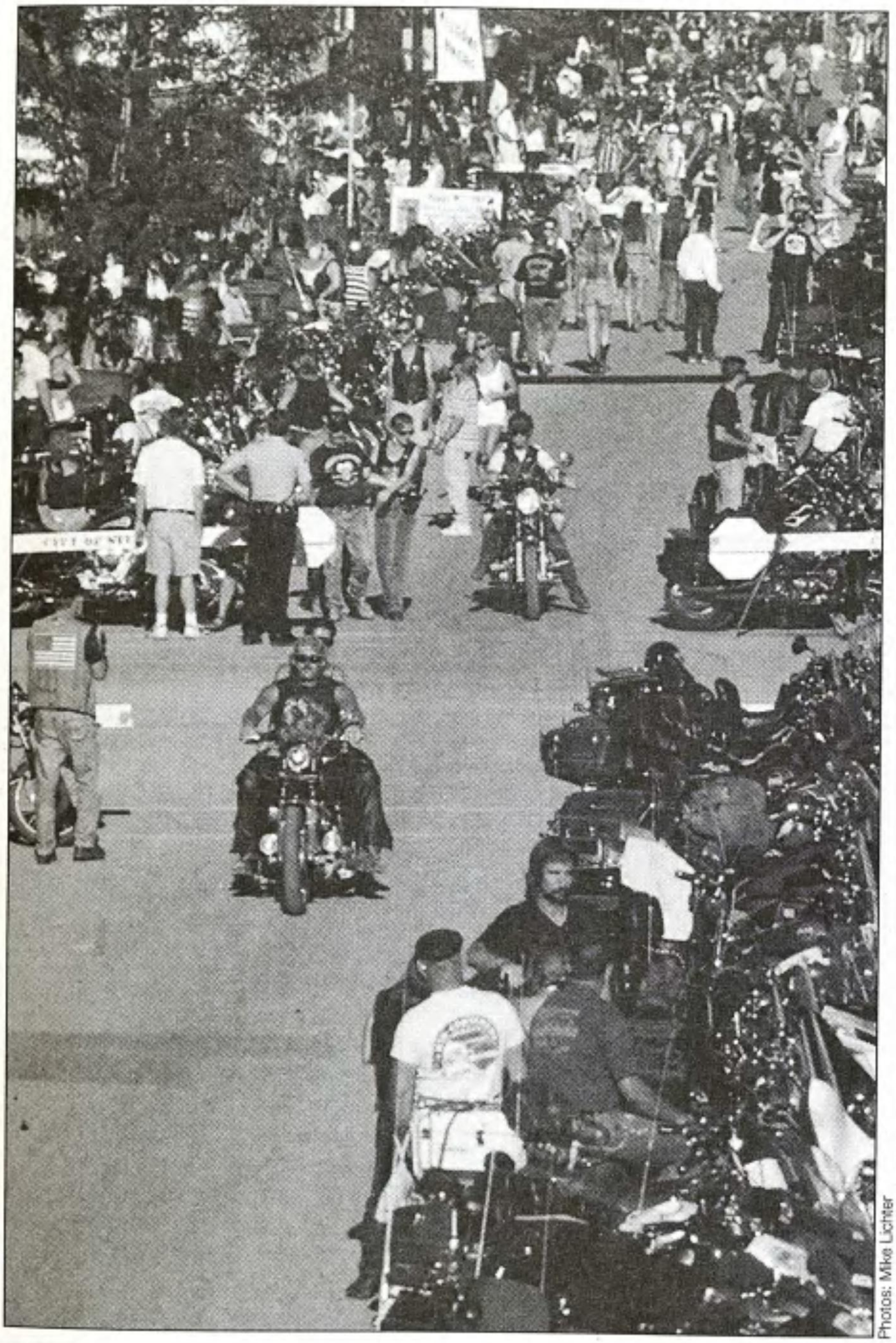

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## CALENDAR OF EVENTS

### SUNDAY, AUGUST 3

Supermoto X, sponsored by Rally Events, Inc. Sturgis Fairgrounds

12th Annual ABATE Easter Seal Poker Run, Official Headquarters, Armory on Main St. Registration from 9 a.m.-11:30 a.m. Run begins 12 noon.

### MONDAY, AUGUST 4

Coca-Cola Wyoming Encounters Tour, sponsored by Rally Events, Inc,. and Coca-Cola Bottling Co. of the Black Hills. Departs 9 a.m. from Sturgis Community Center, 4th and Lazelle. $30 per person. (605) 347-6570.

FLASH RACE Shakedown Ride (all FLASH Race bikes must be registered and pass tech inspections before 3:30 p.m.)—Sturgis Dragway, Hwy. 34 East, 2:30 - 6 p.m.

FLASH Race Testing and Tuning—Sturgis Dragway, Hwy. 34 East, 6 p.m.

FLASH Elimination Race—Sturgis Dragway, Hwy. 34 East, 7:30 p.m.

### TUESDAY, AUGUST 5

Amateur Hillclimb—Glencoe CampResort entrance, Hwy. 34 East. Gates open 9 a.m. $10

Sturgis Motorcycle Auction—Kruse International, 10 a.m. Hills & Plains Park/Soccer Fields, East Lazelle St.

AHDRA Street Class Tune and Test—Sturgis Dragway, Hwy. 34 East 4 p.m. Current H.O.G. members receive discount.

### WEDNESDAY, AUGUST 6

Harley-Davidson Ride-In Bike Show, Rushmore Plaza Civic Center, Rapid City, 8 a.m.-5 p.m.

Brothers of the Third Wheel party at Old Story Book Park, Rapid City, 9 a.m.-3 p.m.

Hot Springs Mammoth Site Tour, 9 a.m. Departs from Sturgis Community Center, 4th and Lazelle, $30 per person.

AHDRA Tune & Test, Sturgis Dragway, Hwy. 34 E., 4 p.m.

AHDRA Pro-National Semi Finals (head-to-head elimination, all classes), Sturgis Dragway, Hwy. 34 E., 4 p.m.

Dark of the Moon Tour to Mt. Rushmore, 7:30 p.m., departs from Sturgis Community Center, 4th and Lazelle, $15 per person.

### THURSDAY, AUGUST 7

NEMPCO Charity Ride-In Bike Show - Motorcycle Expo, Sturgis Community Center, 4th and Lazelle (registration at 9:30 a.m.; judging at 1 p.m.), 9:30 a.m-5 p.m.

HAMSTER'S Annual Ride to Motorcycle Expo, 2:00 p.m. Harley Women's Ladies Day Ride and Party, Hog Heaven Campground, Short Track Rd. Exit 30., 9:30 a.m.- till ?

Dodge Truck Pro Hillclimb, behind Glencoe CampResort, Hwy. 34 E. Gates open at 9 a.m.; racing at noon. $10.

AHDRA Pro-National Final (all classes), Sturgis Dragway, Hwy, 34 East, 6 p.m.

### FRIDAY, AUGUST 8

Pro Am Half-Mile, Sturgis Fairgrounds. Gates open 8 a.m. Racing begins at noon. $2 discount for H.O.G. members.

Rat's Hole Custom Chopper Show, City Park/Woodle Field, 8 a.m.-dusk

6th Annual Governor's Tour, departs from Sturgis Community Center, 9:30 a.m. $15 per person.

All-Nitro Fuel Harley Shootout, Sturgis Dragway, Hwy. 34 East, 6 p.m.

Bubba Blackwell's All-American Motorcycle Jump, Sturgis Dragway, Hwy. 34 East, 8 p.m.

### SATURDAY, AUGUST 9

Sturgis Rally Motorcycle Expo, Sturgis Community Center, 4th and Lazelle, 10 a.m.-2 p.m.

World Championship Wrestling/Hog Wild Event, live on Pay-Per-View. Lazelle St. between 3rd and 4th, 3 - 9 p.m.

Excelsior-Henderson Motorcycle and Accessory Show, Days Inn, Exit 30, 10 a.m.-4 p.m.

Harley-Davidson Exhibit and Show, Rushmore Plaza Civic Center, Rapid City, 10 a.m.-4 p.m.

Raffle Drawings: Sturgis Motorcycle Expo, American Cancer Society, Easter Seal Society, National Motorcycle Museum, and Sturgis Chamber of Commerce

### SUNDAY, AUGUST 10

That's all she wrote, pardner. See ya next year, Sturgis 1998, August 3-9.

## JACKPINE GYPSIES SCHEDULE OF EVENTS

**Sunday, Aug. 3**
Motocross: 11 a.m.

**Monday, Aug. 4**
Hillclimb: noon
Short Track-Amateur/VDTRA Regional: 8 p.m.

**Tuesday, Aug. 5**
Northern Tri-State Tour: 9 a.m.
Motorcycle Rodeo: noon
Short Track-PRO: 8 p.m.

**Wednesday, Aug. 6**
Southern Hills Tour: 9 a.m.
Motorcycle Rodeo: 12 noon
Grand National 1/2 Mile: 8 p.m. (Not a Jackpine Gypsy event)

**Thursday, Aug, 7**
1/2 Mile PRO AM/VDTRA Nationals: 4 p.m.

**Friday, Aug. 8**
Hillclimb PRO: noon
Short Track PRO: 8 p.m.

**Saturday, Aug, 9**
Short Track Amateur/VDTRA Nationals: 8 p.m.

Tours leave from Jackpine Gypsy HQ at the Vets Club (Main Street, one block east of Post Office). All racing events/hillclimbs are held at the Gypsy Club Grounds (Exit 30 off I-90, to Short Track Road) except 1/2 mile racing at the Black Hills Speedway in Rapid City (Exit 57 off I-90 to Hwy 44, then 5 miles east to the airport). (605) 347-3418

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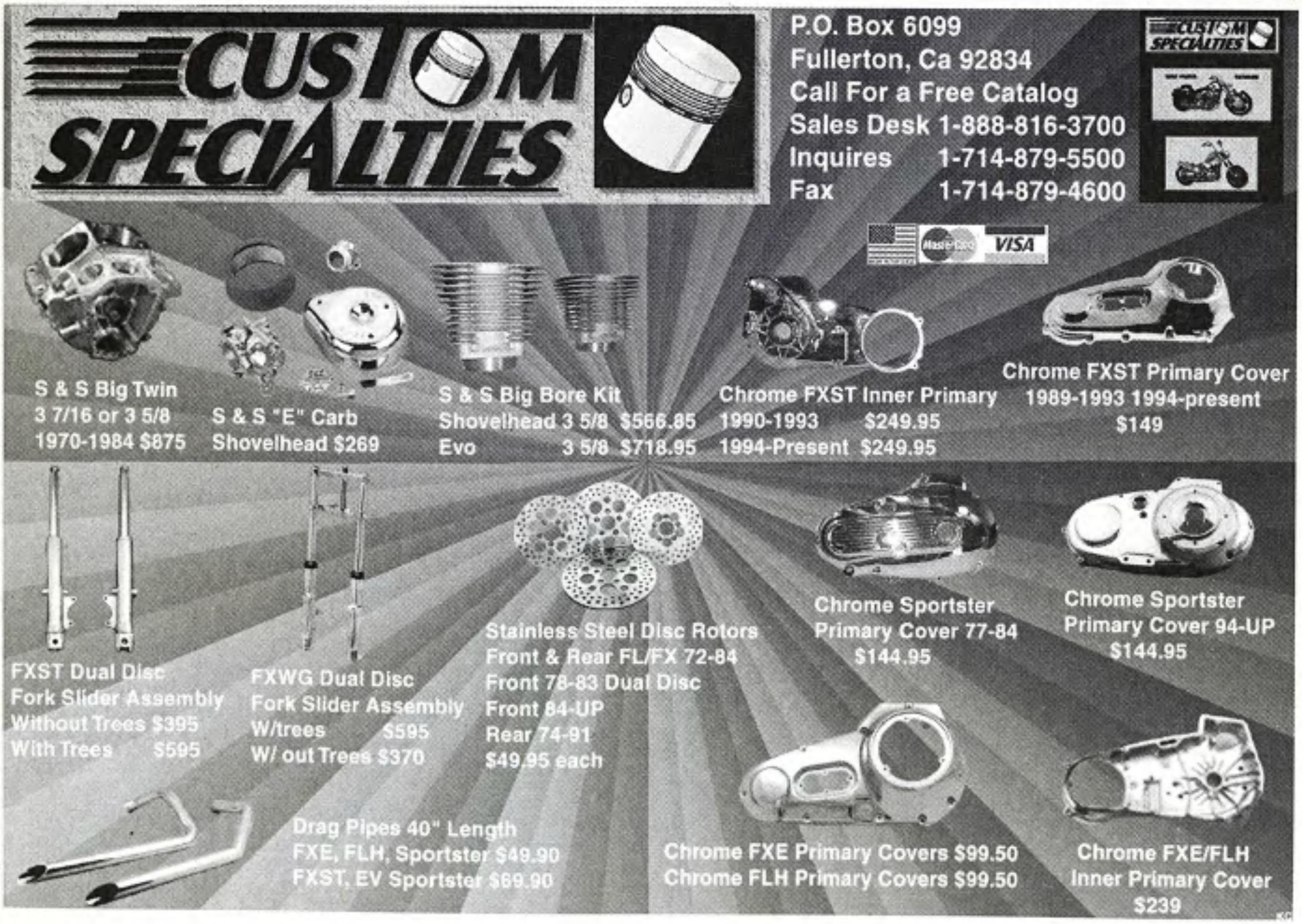

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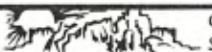

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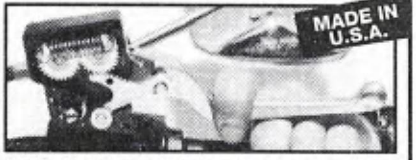


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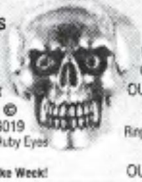


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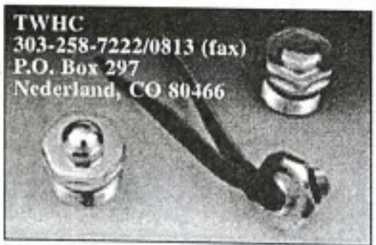


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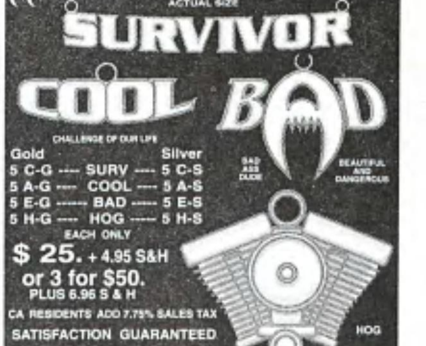


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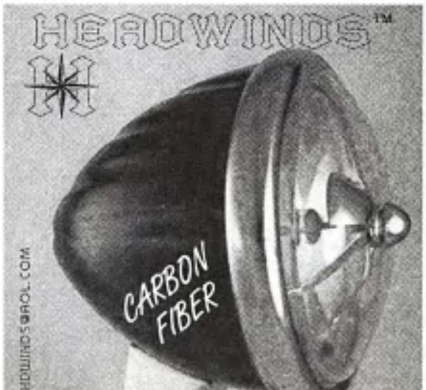
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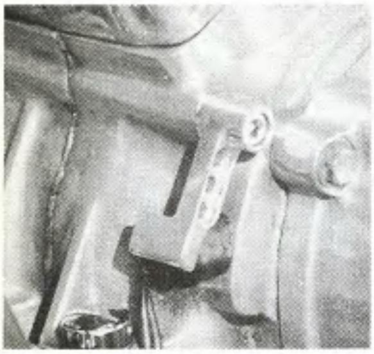

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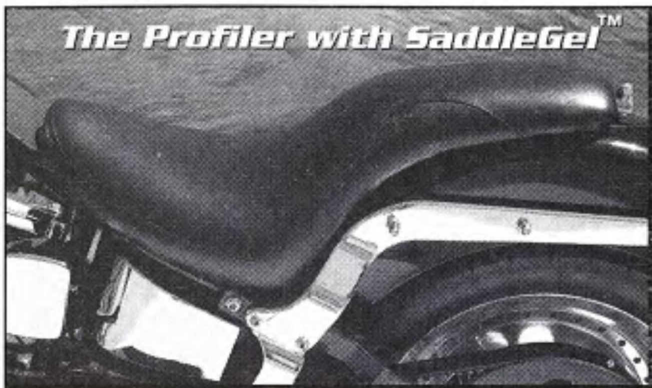


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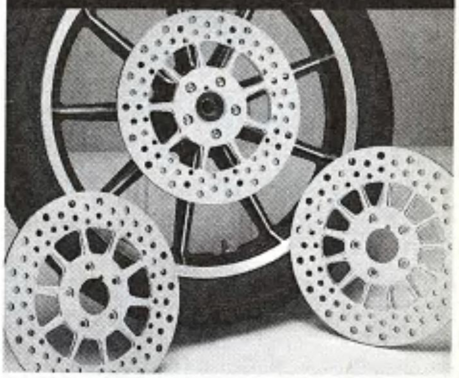

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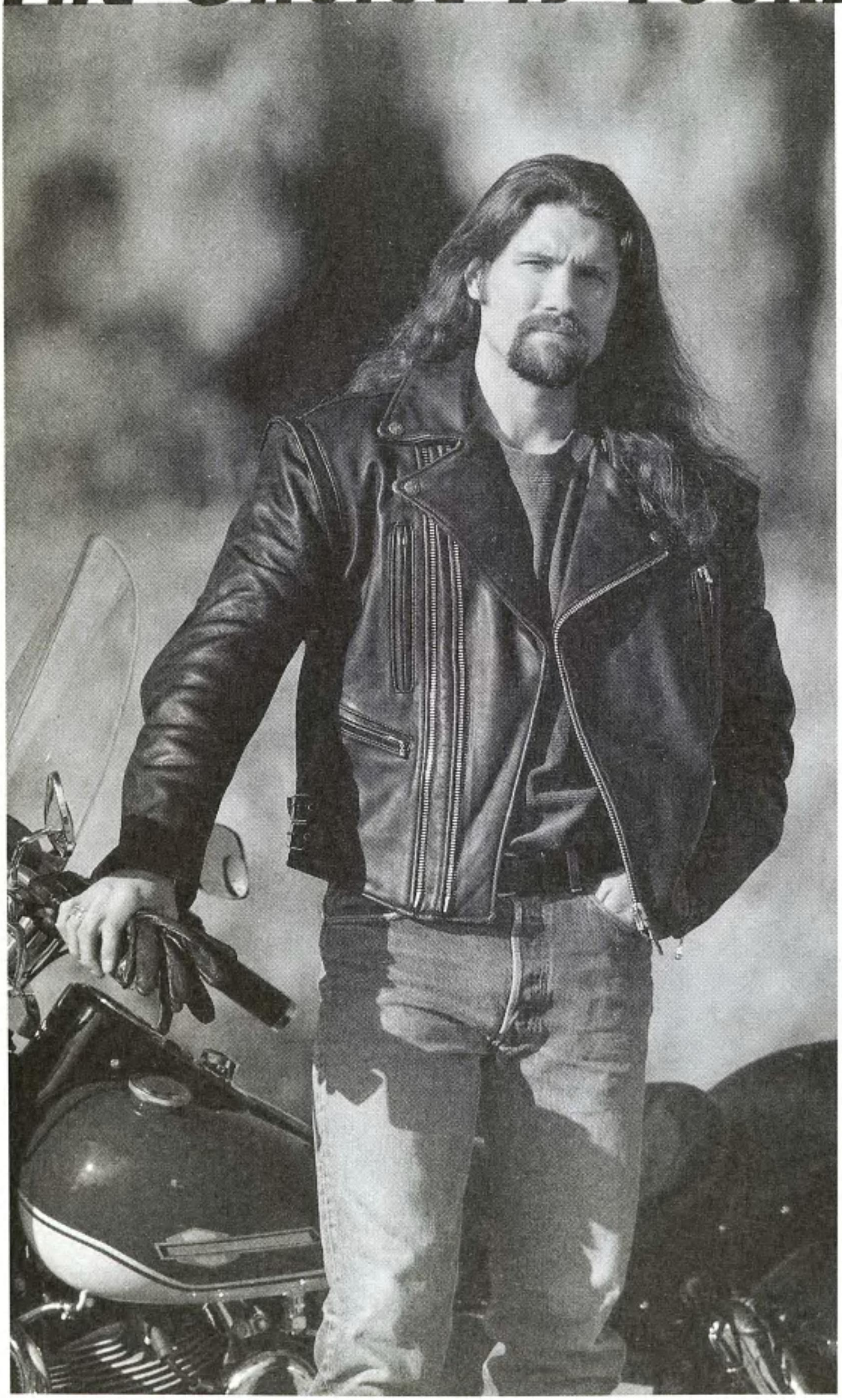

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## BIGGER IS BETTER

### Tsubaki And Hanson Heed The Call

Choice is everything, but sometimes lots of choices require lots of information before a decision can be made. One of the toughest, when building your ride is the size of the rear tire. "Bigger is better," has become the rallying cry from custom builders around the country, and Joe Biker seems to be following in their footsteps.

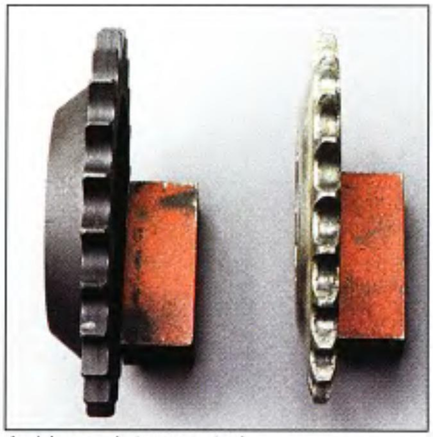
There are several steps to getting that big tire under your scoot, and we've got the answers for you here. Andy Hanson, of Hanson's Engine Service, makes some of the best off-set sprockets, and, as you can see here, they go on in a snap.

Tsubaki Chains has removed one of the biggest obstacles in your path to big feet, the desire to run the widest tire possible measured against the belt drive restrictions when you don't want to off-set your powertrain! Tsubaki has developed a chain that needs little adjustment (doesn't stretch), no maintenance (it's sealed), and it's a gorilla (bring on the power).

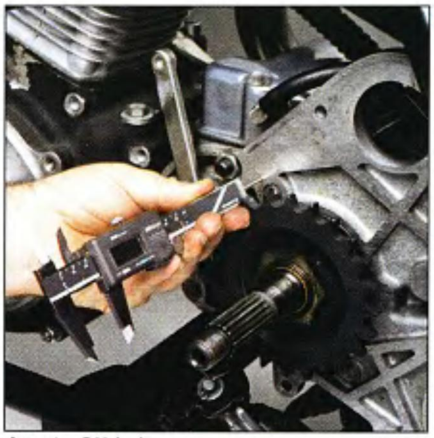
Tsubaki's 560 SIGMA Sealed O-ring chain has an average tensile strength in excess of 10,600 pounds and an advanced friction control system that makes for more efficient power transfer to the rear sprocket. Speaking of the rear sprocket, that's the other half of the equation. To run a chain, remove the belt pulley from the rear wheel and replace it with a 1980-1985 FXR deep offset sprocket and spacer (H-D #40932-81) which is .240 thick. Custom Chrome carries the sprockets, as do other distributors. This setup allows you more gearing flexibility by changing rear sprockets. The chain solution will allow you to run 150-170 tires. Any larger and you're back to offsetting the engine or tranny.

Tsubaki tells us all you need to do to keep this "bullet-proof" chain in top shape is to occasionally wipe down the outside with some kind of rust inhibitor; the rest is sealed so well, just forget about it. They also back this up with a one-year warranty, you can't beat that. So when you're thinking about that big tire, remember, off-set sprockets and Tsubaki have given you an extra 3/4-inch, and no worries.

—Oz



Andy's sprocket versus stock.



An extra 3/4-inch.

Tsubaki's 560 SIGMA chain.

Photos: Markus Cuff

Clearing the fat tire.

**Sources**

Hanson's Engine Service
4156 Mildred Ave.
Los Angeles, CA 90066
(310) 397-3195
(310) 842-8918 fax

Tsubaki USA
18031 Cortney Ct.
City Of Industry, CA 91744
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## INSTALLING JIM'S 5-SPEED

### Pulling A Dyna Glide Tranny Together

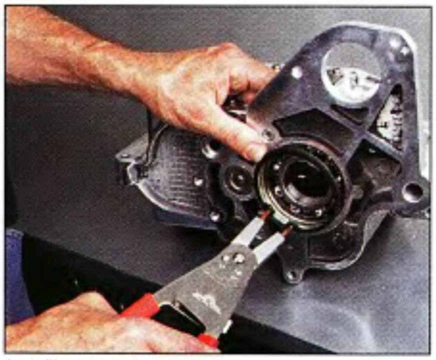
I'm slipping a high-performance, 98-inch, S&S stroker-driven Dyna Glide together to ride to Sturgis, and one of the complexities of the project is the transmission. In a world of off-the-shelf engines and trannys, no one has imprinted a part number on a complete Dyna transmission. But there is the next best thing: Buy a stock tranny case, the oil bag, spout, and shift top, coupled with a brand-new JIMS gear set, and you have a backcut, close-ratio gearbox. It's better than stock.

This super kit is all ready to slip into any transmission case. All 5-speed super kits from JIMS are built in-house with the finest air gauging instruments available, including inspections before and after assembly. The JIMS crew uses aerospace quality steel, which probably doesn't mean much to most, but listen. Their steel, arriving daily, comes straight from the mills, ordered with their specifications and it even meets military specs. Like wood, there is a grain in steel, and the type is most important. A larger grain enhances hardenability, but also increases the tendency of the steel to crack during thermal treatments. A closer grain improves the ductility and more importantly, in motor parts, strength. Closer grain also results in the next factor of steel selection—cleanliness or the lack of inclusions or irregularities.

A closer grain reduces slag (unwanted glassy mass that is produced when smelting metallic ore), oxides, and sulfides, all of which are foreign materials to bar stock. These foreign materials are known as inclusions, which commercial quality steel has. Jim avoids these flaws by selecting the material himself.

Here's how they track the quality of their own products. Take a close look at the laser marking on every one of JIMS parts. They use this method

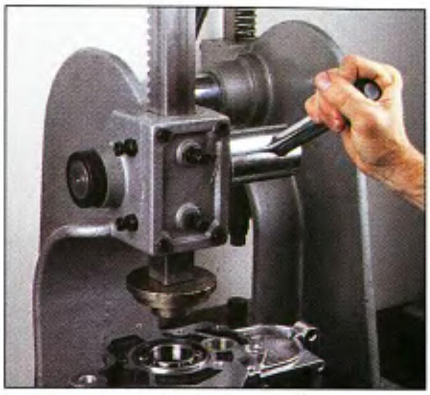
JIMS gears.

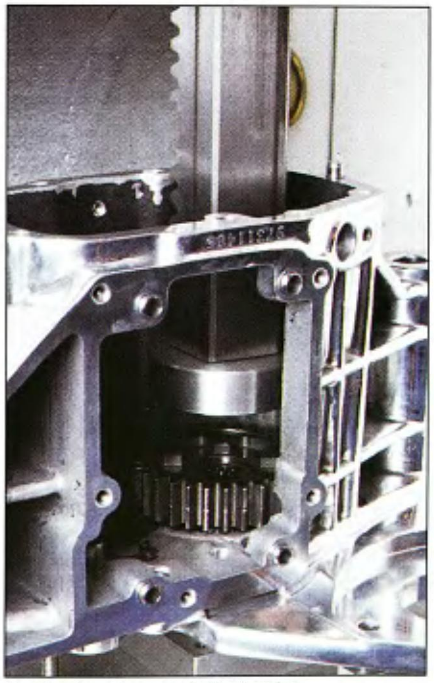

Installing snap ring.

to track any possible problems. In the rare event that a problem arises, they can then identify that heat number and recall the parts. This also assures the same crucial heat treat on all parts, because material does vary from load to load.

It took three years to complete the tranny gear set project. The process included the selection of material, and more importantly, writing the heat treat specifications to insure the longevity of the product. Shifting dogs on the gears are all CNC-milled. The gear tooth itself is a spun gear. They are cut on a Koepfer Gear Hub, with seven axes under CNC control. All the tooling for this project was custom designed. The inspection tooling alone is another CNC Koepfer, and it checks the profile, lead, pitch measurements and run out.

After all the tooling was designed they proceeded with vigorous testing and more lab work. With more than 150 years combined machining experience and 30 straight years of motorcycle parts experience, they feel they


Installing main drive bearing gear.


Seating the drive gear in the bearing.

have earned a tight reputation, and they intend to maintain it.

So the crew at JIMS has already completed the hard work when you receive the kit. Installation is nothing compared to the manufacturing, as you'll witness. Let's get to it.

First, make sure you've got a 5-speed case, aftermarket or Harley. We used a stock case because no one currently makes a Dyna replacement.

Next, we had to make sure the case was clean. We checked all threaded holes for metal chips, debris, etc. It's a good idea to wash the case thoroughly with solvent and blow dry it

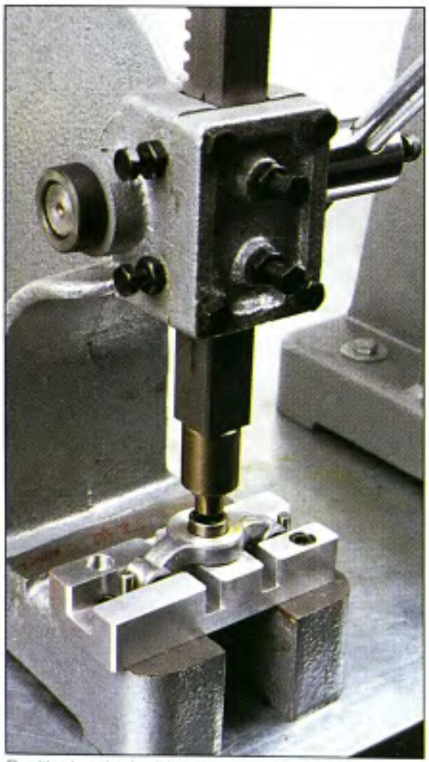
with compressed air. Look out! Don't forget to wear safety glasses.

If you have an aftermarket bare case, start by installing the main drive gear and bearing. Use JIMS No. 35316-80 main drive gear and bearing installation tool. Follow the instructions provided with the tool, and don't come back until you do.

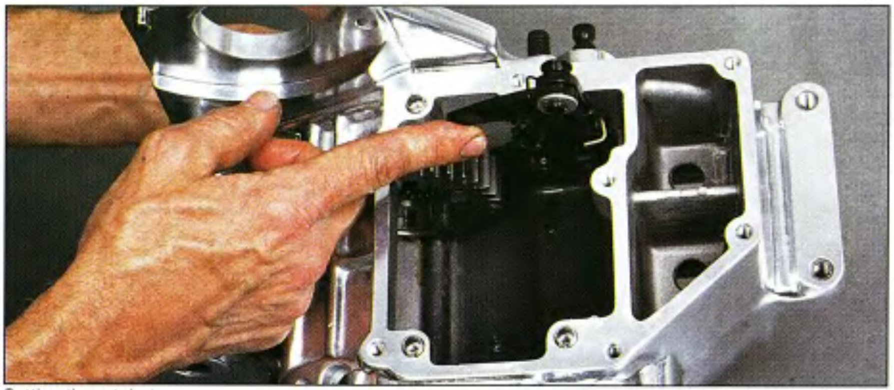
We installed the countershaft needle bearing in the case by pressing on the letter side *only*. Install the mainshaft oil seal (garter spring side toward transmission case) using JIMS 95660-85 seal installer. Install the quad seal, spacer and trans sprocket on the main drive gear. Apply thread lock (red) like JIMS No. 1083 or a similar high-strength locking agent.

Apply a small amount of oil on the face of the sprocket nut and the sprocket. Install the nut finger tight (nut has left-handed thread). Now, install the transmission door gasket over the dowels on the case.

Install the shifting arm assembly, JIMS No. 2384, with the adjusting screw in the centering plate slot.



Positioning the bearing in shifter support



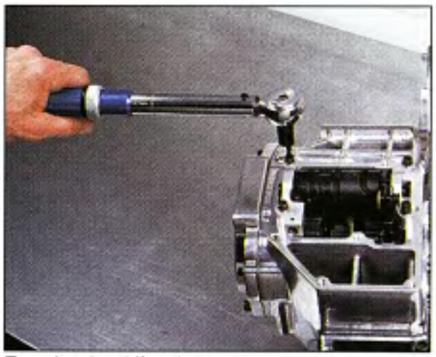
Setting the ratchet.

Dropping in the guts.

Now we're close. We installed the transmission super kit in the case and through the main drive gear with assembly lube on all bearing surfaces. Push the door on the dowel pins so the door is against the case. Install screws and torque to factory specs. Engage two gears to lock transmission and tighten the sprocket nut to 110-120 foot-pounds of torque.

Finally, we followed the Harley service manual for installation of the lockplate and referred to the service manual for assembly of the shifter drum and forks.

—*Wrench*



Torquing the shifter drum.

## Sources

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Photos: Doug Mazell, Markus Cuff

## X-DRIVE!
### Mounting A Fat Tire In A Stock Softail Frame

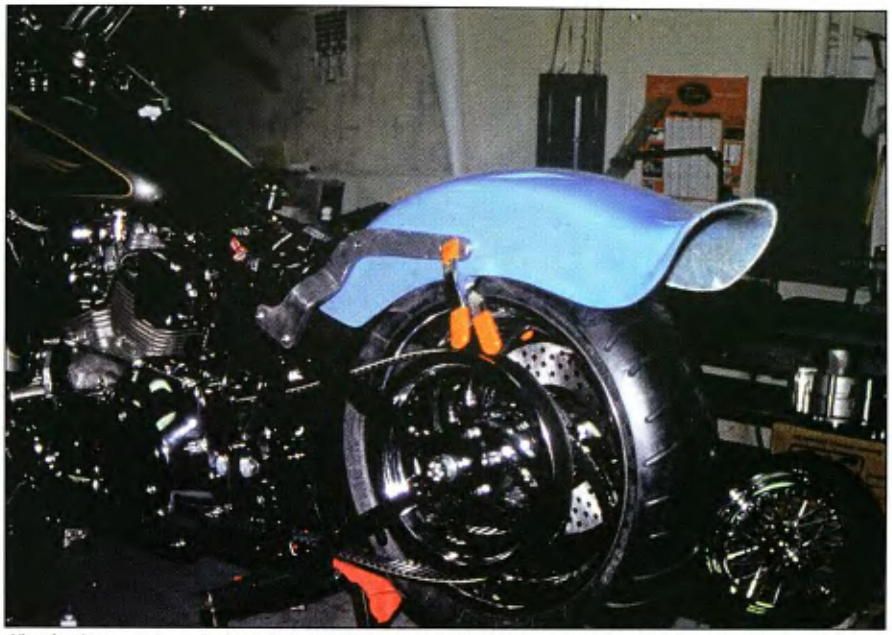
Mounting a 200mm tire in a stock Softail frame may sound impossible, and until now, it basically was. Thanks to renowned bike builder and Motorcycle Hall of Fame inductee, Donnie Smith, it's not only possible, it's also available to the public as an affordable bolt-on conversion. Donnie has performed the incredible task of designing a bolt-on kit, the X-Drive, that will allow a 180x18 or a massive 200x16 rear tire to be mounted in a stock width Softail frame. The X-Drive will accept a tire as wide as 7 5/8 inches across, while retaining the factory belt drive—amazing!

Donnie first came up with this concept in 1991 when he was building a bike for a customer who wanted to mount a fat rear tire on his stock frame Softail. Donnie used his expertise to design an offset kit that would allow a 7 1/2-inch wide tire to be used in conjunction with a chain final drive. The idea worked extremely well. This was the genesis of an idea that evolved into the X-Drive.

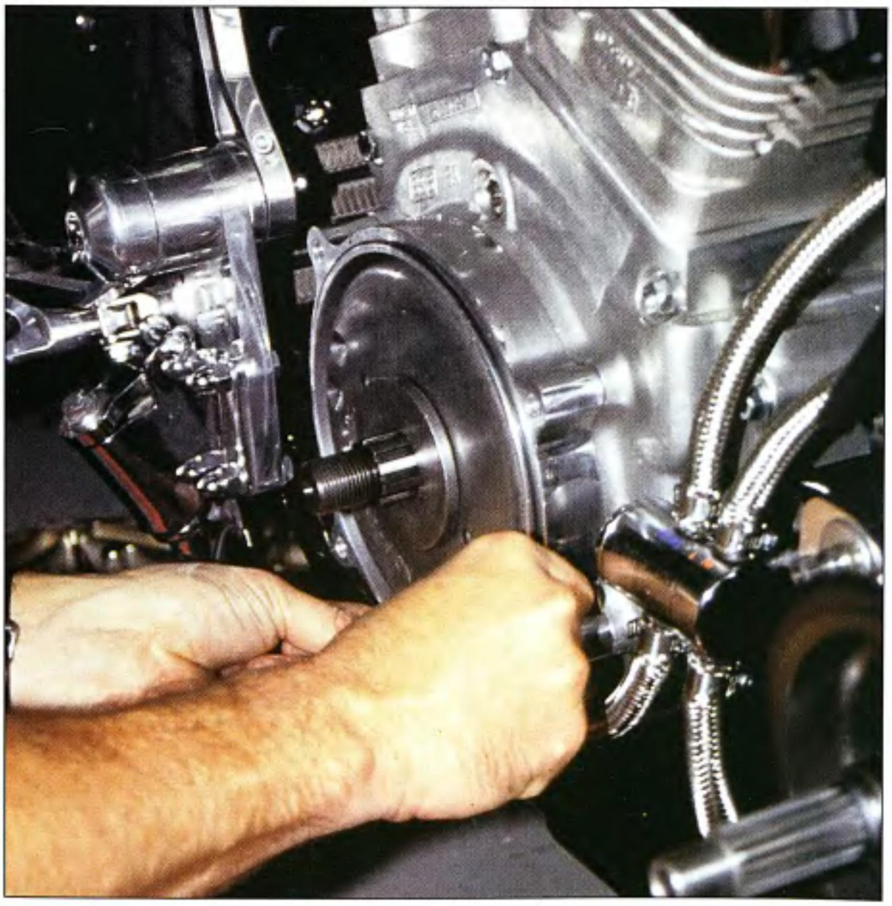
It wasn't until Donnie Smith teamed up with Chrome Specialties, Inc., that the X-Drive matured into a product that is affordable and easy enough for most motorcycle owners to install themselves in one day. That's right, from start to finish in one day, you can roll out of your garage sporting a nasty rear tire that shouts muscle louder than Schwarzenegger.

The X-Drive wide tire conversion kit comes complete with all the necessary mounting hardware and detailed instructions. Although the process is more than just replacing the swingarm, the procedure is plain and straightforward.

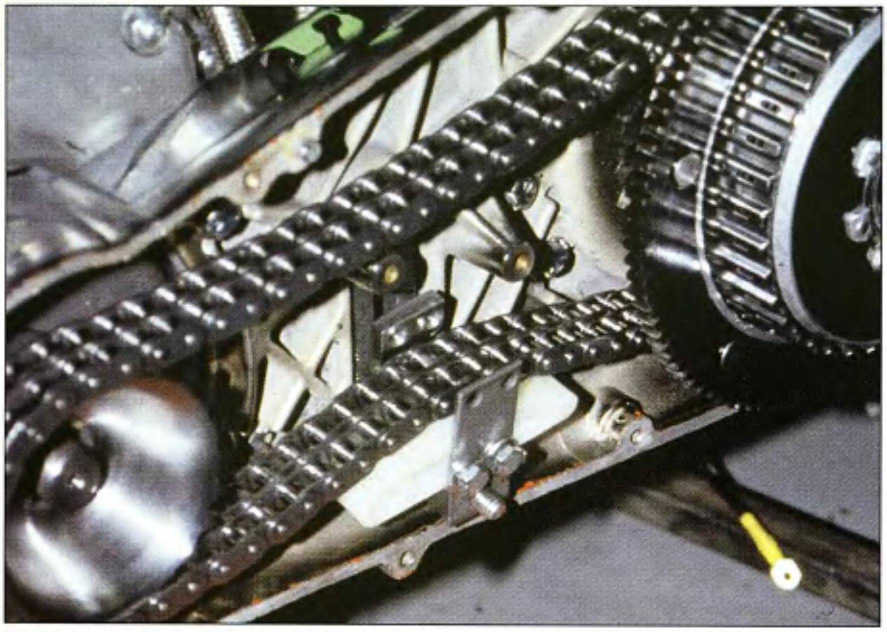
After removing the rear tire and swingarm from the bike, you need to disassemble and remove the primary. The transmission is removed so you can install the new transmission offset mounting plate. A spacer plate is installed between the motor and inner primary, then it's all bolted back together again. The idea is to keep the motor



Align fender struts (supplied), paint to match, hook up the taillights, and you're ready to roll with a new look.



The motor to inner primary spacer plate is installed on the motor before remounting the inner primary.



The inner primary and chain are bolted in place.

The dramatic change in the bike's appearance.

Some of the components in the X-Drive kit.

in the center of the bike while moving the transmission and pulley to the left 1 inch to make room for the larger rear tire. The real key is Donnie's redesigned swingarm that comes with the kit.

The X-Drive does not change the relationship between the front to rear tire alignment. Your bike will track like new and maintain the same weight balance as before.

Donnie Smith, who is truly an innovator of new creations, is under design contract with Chrome Specialties, Inc., and has other new and exciting products in the development stages that will be released soon.

The X-Drive fits all Softail models from 1991 to present and is manufactured and distributed exclusively by Chrome Specialties, Inc. So if you are one of the many Softail owners who has yearned for the beefy good looks of a fat rear tire, you don't have to look any further than your local Chrome Specialties dealer. —*One Eye*

## Sources

Chrome Specialties, Inc.
4200 Diplomacy Rd.
Fort Worth, TX 76155
(817) 868-2000, (817) 868-2091 fax

Donnie Smith's Custom Cycles
10594 Raddison Rd.
NE Blaine, MN 55449
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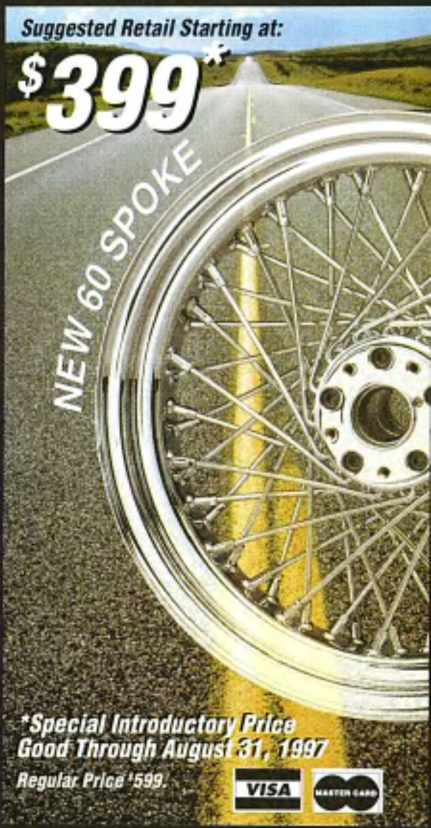
THE ROAD IS LONG



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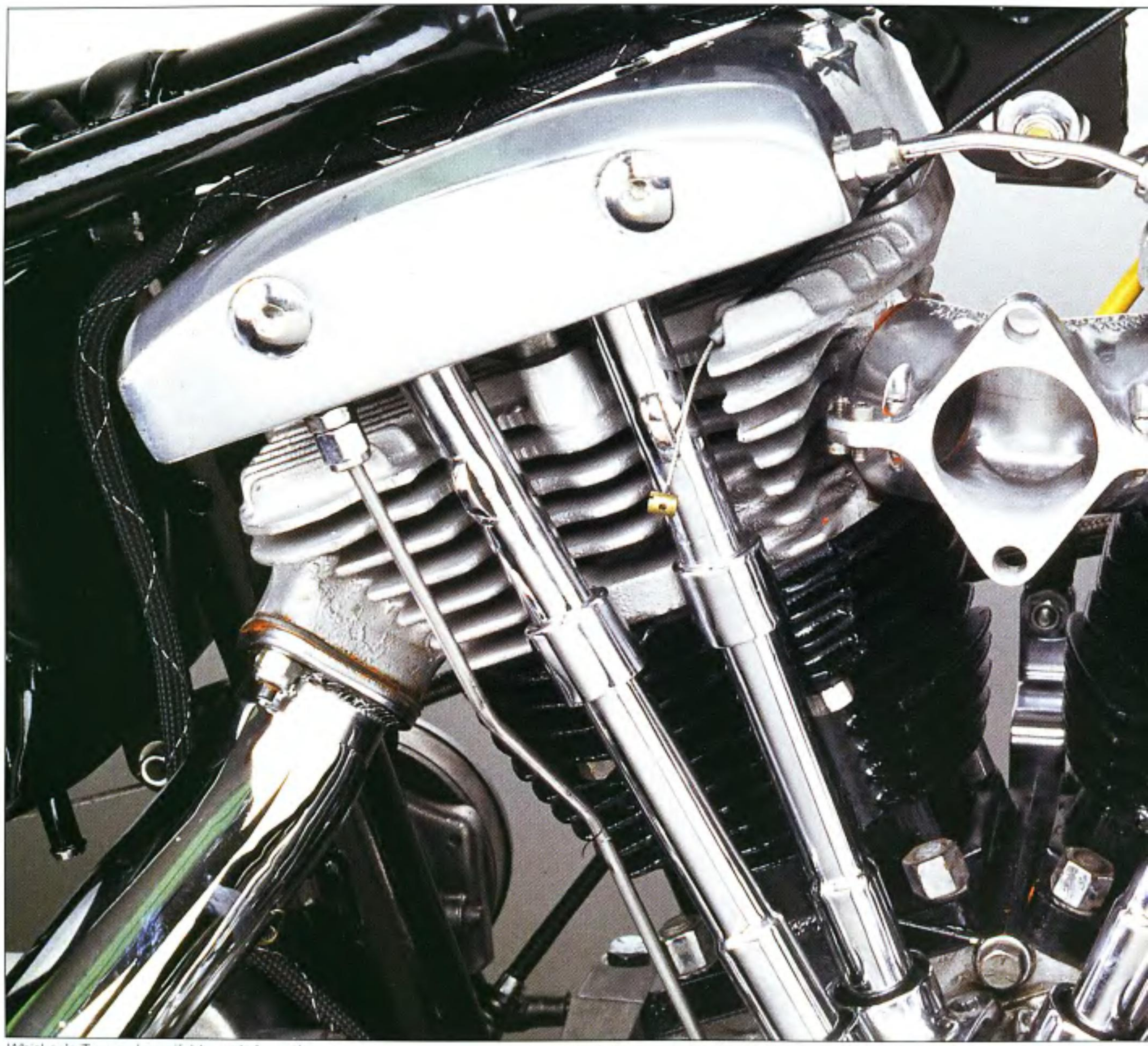


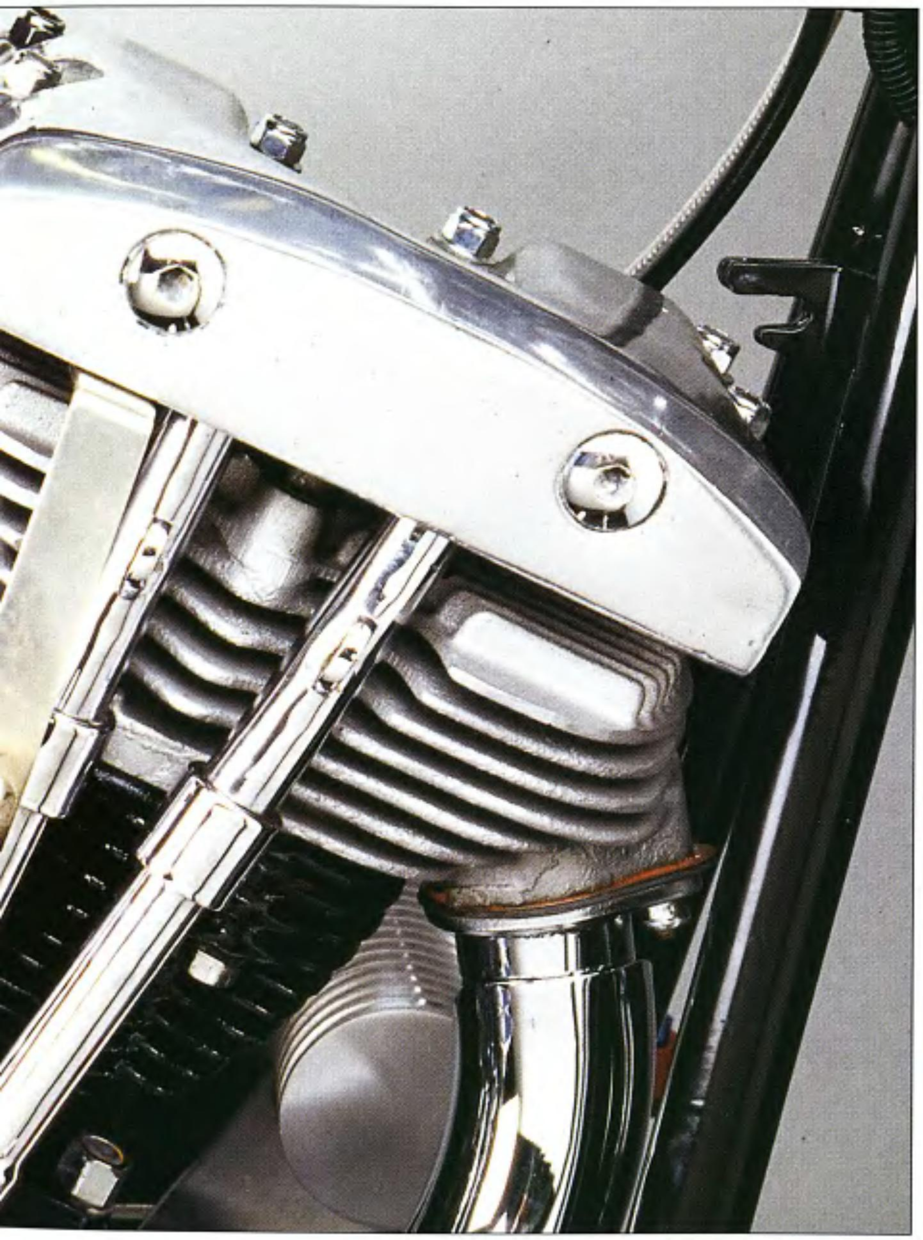
Whiskey's Trueseal manifold, ready for action.

# BACK FROM THE DEAD

## Oil Can's Rebuild Rolls On

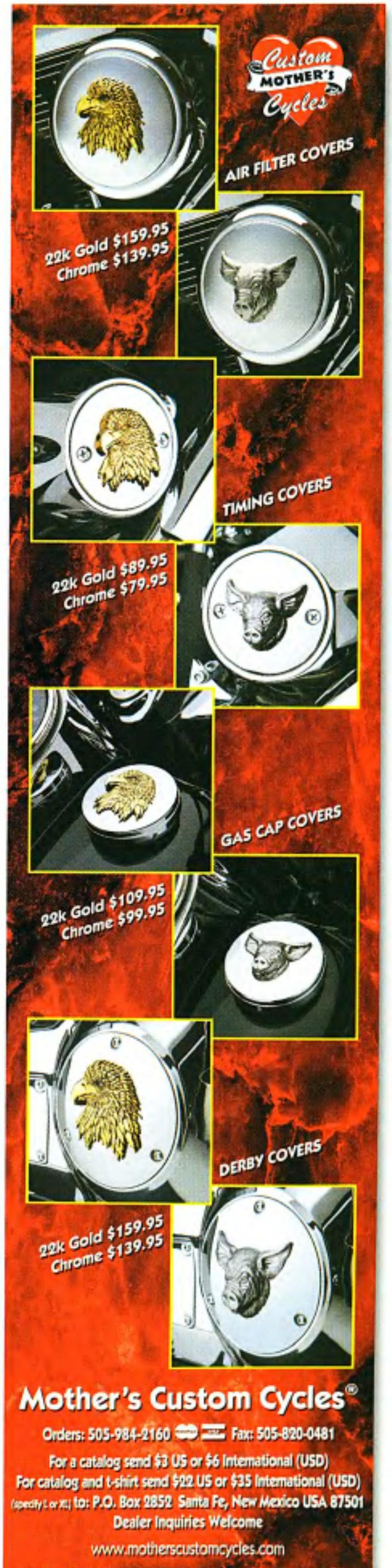
In the last issue, I told ya all about the brakes we put on the ol' Shovel. So in this issue, we're gonna take a look at the problems I had with the bike and show ya how we fixed them. First off, Rob Rangold, owner of Road Dawg Custom Cycles, tore the bike all the way down to the frame. You might as well start from scratch, especially if ya gotta diagnose problems ya just can't seem to fix, like my ever-present oil leak fiasco. After Rob found that my oil problem was a bad weld job inside the nose cone, the rebuild process began.

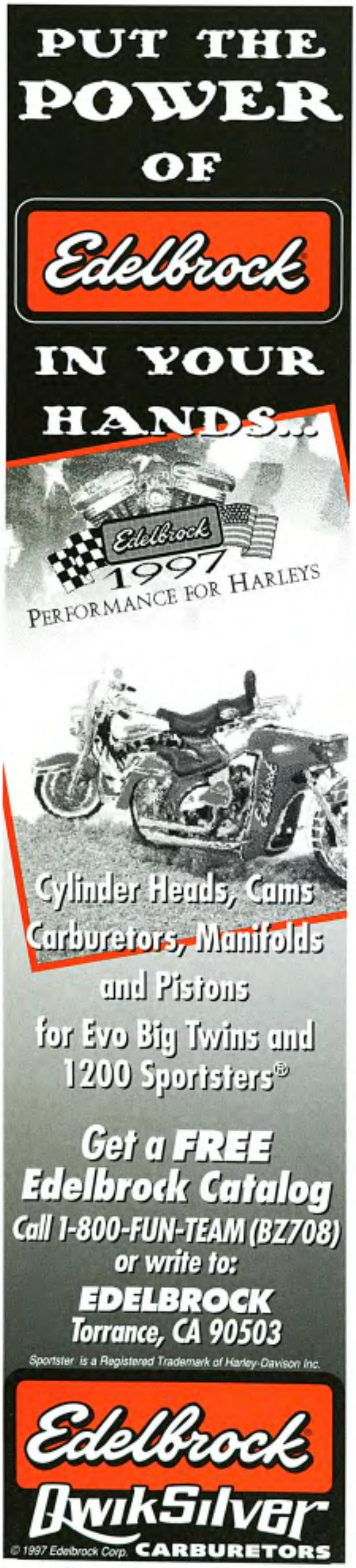
We didn't mess with the engine on this "rebuild," since I had just recently had the top end done. The point was to clean up the bike, fix the problems, and make this a well-runnin', good-lookin' machine on a limited budget. I was on a mission to get the most bang for my buck—which I did. Now, there were a few things I didn't need to change, but did anyway. You know how that is, once ya start tearing things apart, ya gotta do a little more than ya had planned. The prices are included, as are the names and numbers of everyone who helped. Rob



started with Whiskey's Trueseal Intake Manifold ($349.95). Check out the May issue of *Quick Throttle* (#14) for the Tech Tip on this bad-ass part. The frame and oil bag were powdercoated black ($195). The tanks, fenders, and dash were painted black by Gerard Designs ($1,200).

The major problem we had was the wiring. We started with a Pro-One wiring harness ($439.95). The rear fender was really bent—the result of scooping up a dog one night—so I purchased a rear fender from Fender Wizard. I wanted a different look to the bike, so I picked up one of their dashes as well ($229.90). The pipes were an old set of drags, with more than a few miles on them. I decided to go with a set of Bub's Bad Dogs and heat shields ($500). The rear shocks had been on there for *years* and really →



The cleanliness of Pro-One's wiring harness.

New 18-inch apes, Excel controls and new grips.

needed some help, so I got a set of Works Performance shocks ($369). I also decided my apes weren't tall enough, so I got a set of 18-inch, hand-bent bars from California Designs ($64). Since I put on new bars, I decided to change the controls, too. A new set of Excel Components handlebar controls were added ($344).

If ya put all this work together, not counting the labor, ya would've put out about $6,000 for parts, or $2,700 if ya just replaced the problem parts. If you can do the work yourself, you'll save cash, but this may increase the headache factor. In an upcoming issue, we'll cover the installation of the new RevTech, 5-speed in a 4-speed case tranny ($2,599.99) I'll put it in and then, if Bandit hasn't killed me yet, we'll unveil the whole project.

*—Oil Can*

Road Dawg staff hard at work.

Photos: Doug Mazell, Markus Cuff

## Sources

Road Dawg Custom Motorcycles
22836 Ventura Blvd.
Woodland Hills, CA 91364
(818) 223-3250

Quality Powder Coating
7373 Atoll Ave. Unit C
North Hollywood, CA 91605
(818) 982-8322

Gerard Designs
7103 Owensmouth Ave.
Canoga Park, CA 91304
(818) 703-6589

Distinctive Metal Polishing
18328 Gault Ave.
Reseda, CA 91335
(818) 344-2160

Works Performance Shocks
21045 Osborne St.
Canoga Park, CA 91304
(818) 701-1010

Fender Wizard
45 E. Woodbine
Youngstown, OH 44505
(330) 744-7740

Whiskey's Custom Cycle Fabrication
3603 Las Vegas Blvd. N. #104
Las Vegas, NV 89115
(702) 643-8187

Pro-One Performance
1715 Corrigan Ct.
La Verne, CA 91750
(909) 596-4711

Bub Enterprises
22573 Meyer Ravine Rd.
Grass Valley, CA 95949
(916) 268-0449

Primo Products, Inc.
12532 Lambert Rd.
Whittier, CA 90606
(310) 907-2600

Excel Components, Inc.
233 Market St.
Lockport, NY 14094
(716) 439-4572

California Designs
5660 Lemis Ave.
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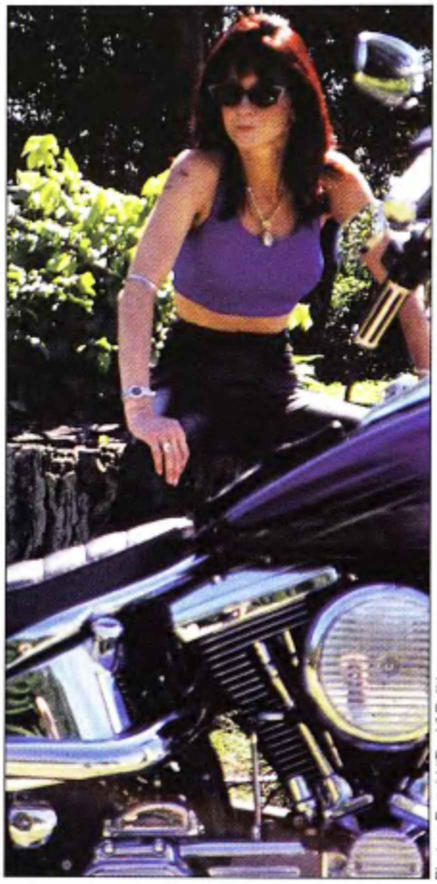


Photos: Donald "Duck" Pelitier

## Kim Vetto
### Easton, Connecticut
### 1992 Softail

Someone whom I like to remember for being a dear friend once referred to the passenger seat on my scoot as the "Brick of Love." The passenger pillion problem has haunted chopper riders/builders throughout the centuries. Face it, those step-up King/Queen seats might have screamed out, "Too cool for school!" then, but only my bud Todd in mid-Ohio would dare run one now.

Hey, but it's no fun being the passenger, either. You have to stay prepared, like a fireman on third shift, in case your significant other wants to go for a ride. It was a pleasant Easter day a few years back when Kim Vetto of Easton, Connecticut, decided that she wanted to go for a putt. But it was cold, and the Knicks were being clobbered unmercifully by the Bulls. Who knows why, but Kim's boyfriend just didn't feel like riding. Kim could not believe her ears. Standing at the door, helmet and jacket in hand, she asked again. Once again she heard another rejection. No sooner had the last word rung out, than she climbed atop the coffee table and stated that she would be riding her own motorcycle in less than a year. Bets were made, and sneers and laughter echoed from the stands.

Bam, there it was a year later—those doubting her words were left eating her dust as she rode her fully customized Sporty into the sunset. But when you're 5-foot-1, and weigh a whopping 100 pounds, a tall Sporty just won't cut the cheese, so to speak; she wanted a Softail. Her father told her that if she could push one, ride one, and hold it up, he would help her buy one and customize it to her standards.

Kim's father, who owns and runs Circle Collision in Fairfield, found a 1992 Softail—perfect for Kim. They lowered the front and rear 2 inches, and lowered the rear fender down an inch and a half, just in case the license plate needed to be milled down. Apehangers, some minor engine tuning, and a knock-the-alligators-right-off-your-socks paint job and it was ready for the holistic healer in training.

Actually, Kim is going to school for holistic medicines and will specialize in stress management. (Her boyfriend is already relieved that he can build solo choppers now!) Except for saddlebags for those extra layers (and a place to stash the leather on those tank top days ... can I hear a who-wah, men), she doesn't plan any major changes to the Softail. She's just gonna ride the hell out of it with her father. The way it should be.

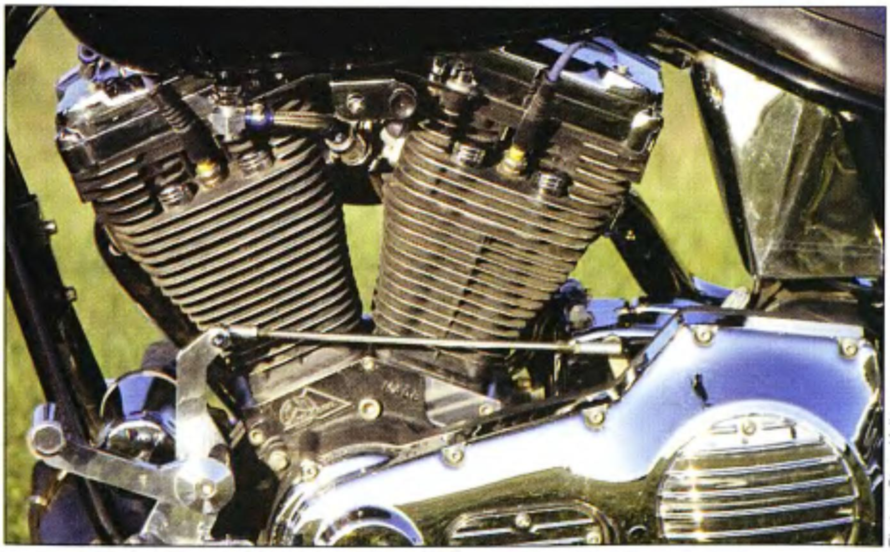
*—Flynch* →

# READERS' RIDES

## Carl
### Leicester, England
### Dyna Glide

Carl's Dyna mono-shock is based around a one-off frame and swingarm he had manufactured to his own design. You don't see too many mono-shock Harleys in Europe, especially ones with rubbermounted designs. Loads of people told Carl that it couldn't be done, or that it wouldn't work. Well, he proved them all wrong! In keeping with the high-tech rear suspension, a set of upside-down front forks have been grafted on with the aid of aluminum slab yokes (triple trees).

Built with a profile for speed, the Dyna was in need of some engine work. Here Carl proved a little reluctant to part with the information, but I know they installed an Andrews EV3 cam and a Mikuni carburetor. After following him through some of Leicester's leafy country lanes, I know whatever he has done to the motor has worked. The best I could manage with 1900cc was to get the occasional glimpse of his back disappearing into the distance.

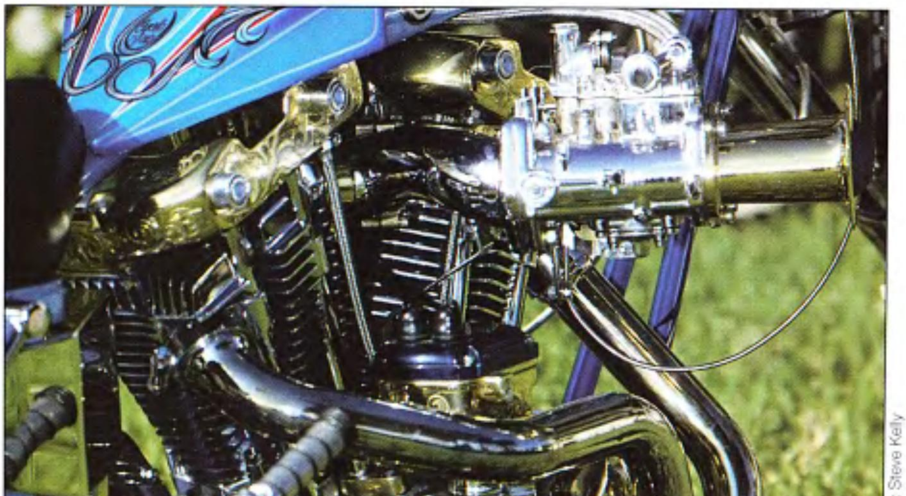


Photos: Steve Kelly

*—Steve Kelly*

# Ron Lewis

## Daytona Beach, Florida
## 1972 Sportster



Photos: Steve Kelly

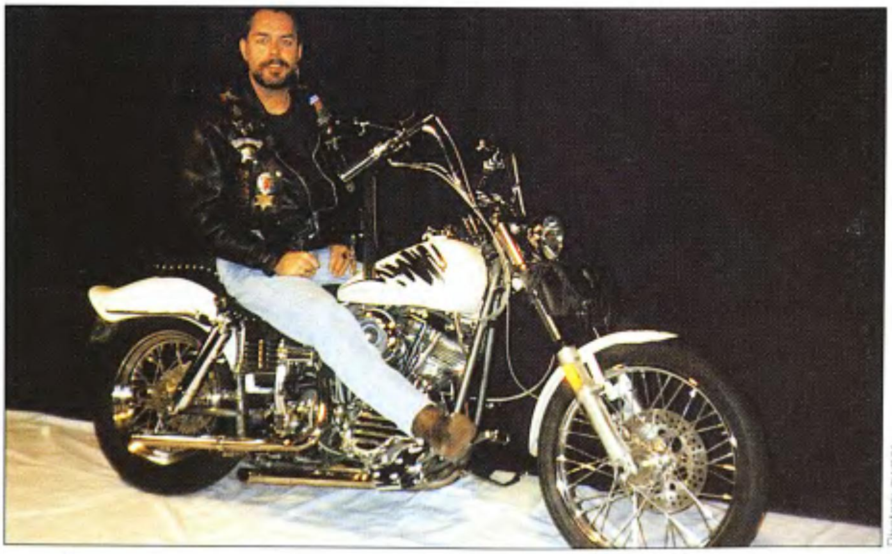
This '72 Sportster has a bit of history attached to it. Built back in 1983 by Mike Crawford, it made the rounds, being artfully displayed at the custom shows, where it caught the eye of *Easyriders*, who featured it in July of '84.

For some unknown reason, the bike was just left to rot after that. That is, until Ron Lewis got hold of it. With a complete strip down in mind, Ron was hell-bent on one vision: restoring it to the way he had seen it in *Easyriders* all those years before. Now I said that this bike had a bit of history, and you might be thinking you've seen it some place before. Cast your mind back to the old Brown's Plating ads. Yep, this was the bike they chose to show off their talents. The Sportster's stroker motor, fitted with that gargantuanly bell-mouthed Dell 'Orto, sits in a spindly early Arlen Ness swingarm frame. Ness also made the Bay Area springer front end, which was popular at that time. Styles come and go, but love it or hate it, it's a freeze-frame snap of late '70s customizing history. Way to go, Ron. *—Steve Kelly* →

# READERS' RIDES

## Todd McLean

**Lansing, Illinois**
**1954 Panhead**



Photos: owner

Custom bikes run the gamut from nearly stock to wildly berserk, but there's a special place for the rider who brings two generations of Harley together in a family sort of bonding thing. Todd McLean's not shy about how much his Pan/Shovel means to him, describing it this way in his letter to Readers' Rides: "Here's a few pics of my baby, a '54 Pan bottom/'63 Shovel top with way too much chrome to list, and a kick-ass mother of pearl paint job. Hope to see her in your rag."

Todd tells us that his "kid" has "all the trimmings," including a shorty S&S carb feeding a 40-over bored Big Twin. A fatbob fender covers the rubber at the back end with a 21-inch wheel rolling up front. The contrasting white pearl and black graphics complemented by the black and chrome rivet-decorated leather seat, tank strap, and fork pouch make for serious visual impact. The beaucoup lustrous chrome treatment tells us this "Land of Lincoln" dual-identity bike is a serious charger and a showstopper in one neat hybrid package. Long live Pan/Shovel combos! —*Paul Garson*

Photo : owner

## Pete Fosnaugh
### Beaverville, Illinois
### 1970 1000cc Sportster

Recently, my wife dragged me to an art gallery opening in a little town a few miles from our farm. She told me the artist featured was an old cowboy from Montana, so I could wear jeans and a T-shirt. I figured we'd be there no more than 20 minutes, and we'd split. But we arrived and found that the Western theme was more than a show; the artist and his buddies were all dressed in their dungarees, dusty hats, and muddy boots, like they'd just ridden in from the prairie. Ya shoulda seen the hoity-toity artsy folks who'd driven in from the city. Their mouths dropped in horror as the cowboy's drank domestic beer right from the can and took to cussing ... well, you can imagine.

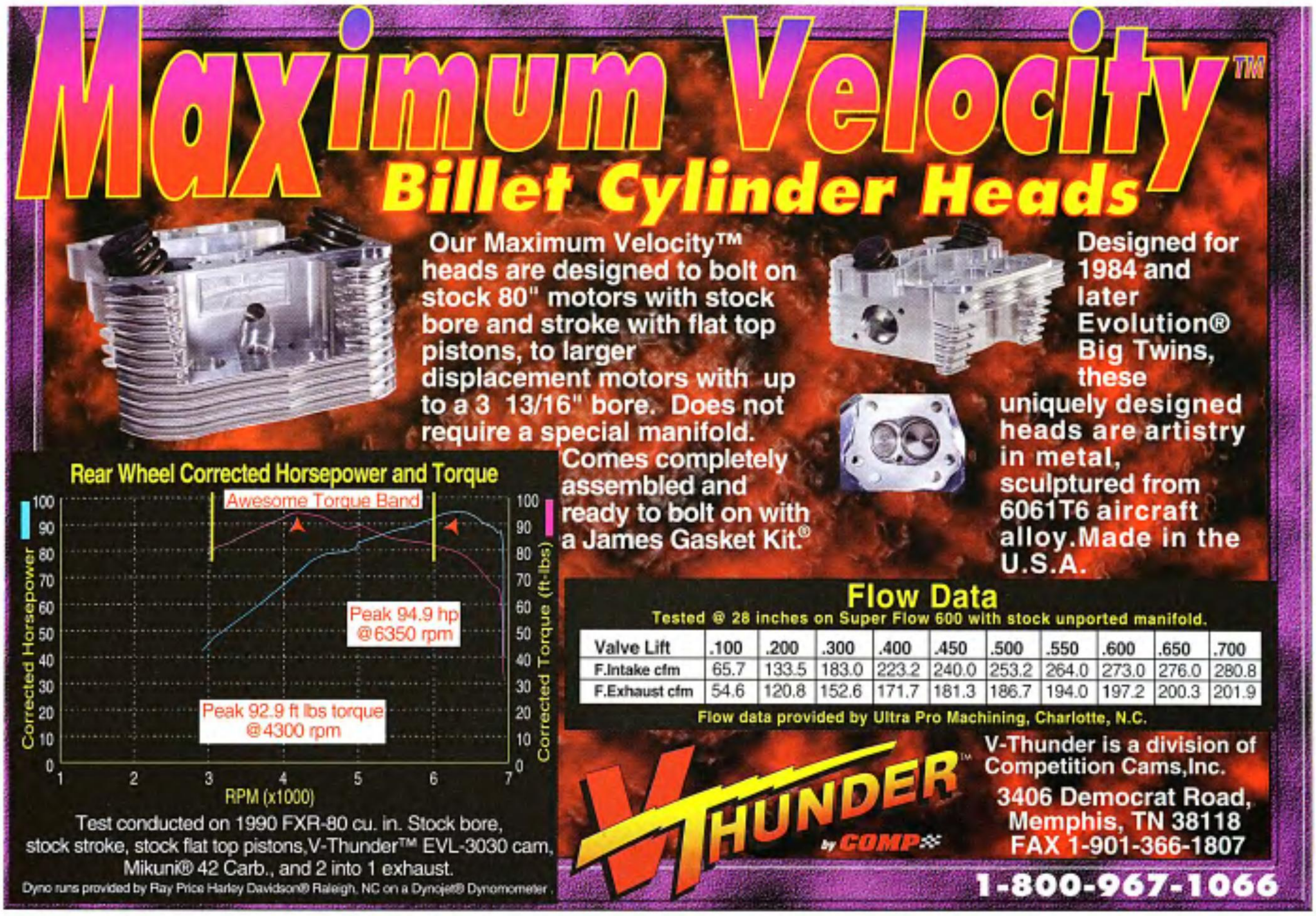
Being the new folks in town, they felt obliged to give us the "when we drink, everybody drinks" welcoming. (Especially when they found out my wife has a team of draft horses.) Needless to say, we had a blast, and stayed till the last cat was nailed to the wall.

Nah, our main man Pete ain't a cowboy, per se. Hell, he's from Beaverville, Illinois. But Pete's story is equal to, if not better than, drinking with cowboys in Vevay, Indiana. Ya see, Pete was hauling ass down the road one night on a mission, and being that it took place in Illinois, it was a mission from God. He was going to the store to get a loaf of bread for his ol' lady when the tranny in his '70 Sporty decided the mission was complete. Pete surfed the Sporty to the side of the road, and after pulling his fist outta the hole in the back of the tranny, he hitched a ride.

Pete thought, "Hell, I got a '57 Pan. I'll just ride that and park the Sporty." But being a member of the great American Midwest, he has that use-what-ya-got mentality and came up with the idea to cut the tranny off the Sporty and install a 4-speed from a Big Twin. Being a professional welder didn't hurt, either. He asked around and nobody seemed to think it could be done, so he called up the factory. They transferred him from department to department until finally somebody told him that it couldn't be done. With that in mind, he went to work.

Pete said it wasn't too hard, and he spent a lot of time lining up the mounts before welding it up. And since this was a Pete Fosnaugh ride, there had to be an open belt and jockey shift. It turned out so well he put it in a few shows and started coming home with trophies. In fact, at one show, Willie G. attended and spent some time on his hands and knees admiring Pete's handiwork. Ironic, don't ya think?

I told Pete I'd seen another Sporty in Illinois with the same modifications, figuring that it was common. He said he'd done that one, too. Turns out it belongs to the brother of world famous biker/cowgirl and close personal friend, Crashin Kelly. Yee haw! *—Flynch*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RPM (x1000)
Test conducted on 1990 FXR-80 cu. in. Stock bore, stock stroke, stock flat top pistons, V-Thunder™ EVL-3030 cam, Mikuni® 42 Carb., and 2 into 1 exhaust.
Dyno runs provided by Ray Price Harley Davidson® Raleigh, NC on a Dynojet® Dynomometer.
Flow Data
Tested @ 28 inches on Super Flow 600 with stock unported manifold.
Valve Lift .100 .200 .300 .400 .450 .500 .550 .600 .650 .700
F.Intake cfm 65.7 133.5 183.0 223.2 240.0 253.2 264.0 273.0 276.0 280.8
F.Exhaust cfm 54.6 120.8 152.6 171.7 181.3 186.7 194.0 197.2 200.3 201.9
Flow data provided by Ultra Pro Machining, Charlotte, N.C.
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Chrome Front Brake Caliper 1984-up $129.99
S & S Super E & G Carb Kits $269.99 & up
Chrome 11" Shocks $119.99
Crane Timesaver Pushrods fits 1984-up Evolution $134.99 set of (4)
Big Bertha 2 1/4" Pipes with Baffles & Billet Ends $194.99
80 - Spoke Chrome Wheel $599.99
Chrome Handlebar Control Kit with Chrome Switches $249.99
Made in the USA Chrome Drag Pipes for Big Twins & Sportster $59.99 & up
Screw Top Fat Bob Gas Tanks $89.99
Chrome Handlebar Control Kit fits 1973-81 $89.99
Men's 11" Harness Harley® Boots $109.99
Warrior Saddlebags by Willie & Max $99.99
Chrome Late Diecast Dash Cover $49.99
Women's 8" Logger Harley® Boots $94.99
Battery Tender $44.99
Billet Aluminum Wheel $699.99
Big Twin 16" Rear Chrome Wheel Assembly $189.99
Dunlop D401 Elite S/T 130/90-16 $94.99
Saddlemen Studded Lo-Boy Seat $129.99
S & S 96" & 113" Motors
Solo Seat fits FXST, FX, and Sportsters $119.99
Rolling Chassis Kit

# YELLOW THUNDER

## ILLUSION'S PATRIOT HARDTAIL

I was trying to sneak in late the other day, when Bandit called me into his office—not a good thing. "I know you've been ridin' for a while," he sneered, "but when was the last time ya rode a hardtail?" I thought that was kinda personal, but was able to stammer out, "Well, the ol' lady was in a good mood this mornin' and ..."

"Not a hardbelly you idiot, a *hardtail!* You know, rigid frame, no shocks ... just you, the seat, and the motorcycle?" Trying to save some self-respect, I told him I hadn't ridden one in quite some time. Fact is, I never have, but I've always wanted to. Bandit threw the keys at me, and, as I turned to walk out, he tossed a bottle of Advil at me, saying, "Here, yer gonna need these."

Why the hell would I need Advil? I'm no wuss. I can handle anything Bandit can throw at me. Besides, it's an excuse to get out of the office and ride a new bike around for a few days. It looked cool enough—low to the ground, apes, forward controls. Piece o' cake. →

RPM Measured on Dynojet's Model 150 Dynamometer.
SAE Corrected Horsepower
SAE Corrected Torque (Ft-Lbs)
Horsepower
Torque (Ft-Lbs)
MPH
Illusion

I started up the 97-inch motor with the SuperTrapp exhaust, and it sounded healthy. I decided, since the weather had been more than cooperative lately, to take her up the coast on the way home. I had to baby it a little since she only had 23 miles on her, but it seemed to accelerate nicely. Damn, didn't see that pothole. Shit, didn't see that one, either! Hey! What the hell was that? The road wasn't like this on the way in to work, was it? It was the same friggin' road, just not the same suspension. No suspension is more like it! Oh, yeah ... hardtail. Pass them Advil this-a-way!

The suspension, or lack thereof, ain't the only thing that grabs your attention. This bike is very responsive. I had a hard time keepin' her under 85 mph, while putting some break-in miles on her. The only thing that reminds ya you're going that fast is yer ass flyin' off the seat when →

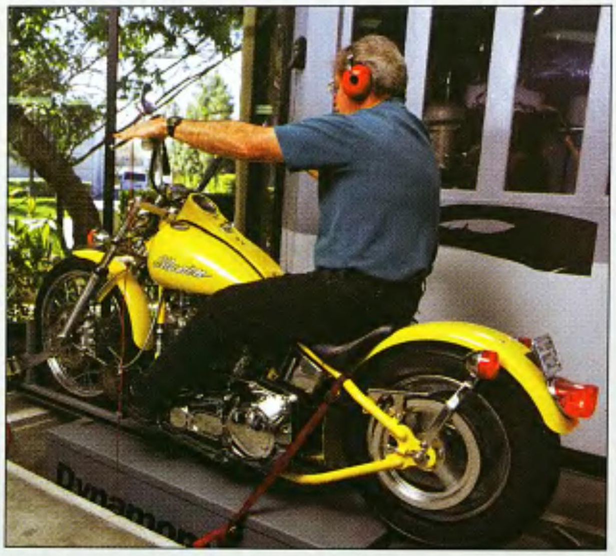
ya hit a bump, pothole, or cigarette butt for that matter. I was anxious to see what Illusion's engine would do on the Dyno; however, with only 23 miles on it, I figured I'd cowboy up and put a lot of miles on her before I took it over to my friends at Commanche Cycles. It was time to hit the coast. This time I took our staff photog Madman Mazell along in case we saw any other types of wildlife that needed to be photographed—you know, foxes, beavers, *wildlife*. We did find one little fox, but Madman tells me he lost the photos—yeah, right!

After I put some miles on her (the bike, not the fox), I went over to Commanche to dyno this puppy. I only had 300 miles on the bike, so when AJ and Pee Wee hooked her up to the machine, I said a silent prayer to all the Biker Gods to keep her in one piece. Well, as you can see, the Patriot pulled almost 95 horses and a little over 100 foot-pounds of torque. Pretty damn good considering the mileage factor, but it says something for an EPA-certified machine right outta the box! All in all, the bike rides and handles very well. Yeah, it'll take some gettin' used to at first, but so does everything else. OK, let's get down to brass tacks. The Patriot's selling price starts at $16,995 for everything ya see here. If ya wanna add a lot of CBOS (Chrome Bolt-On Shit), although I'm not sure where you'd put it, the price goes up. But to get this kind of ride for that kinda cash ain't such a bad deal. You can reach Illusion and the owner, Donnie Bittman, at (909) 343-8788 for any info ya don't see here.

So, the next time you're flyin' down the road and a flash of yellow lightning goes by, don't worry, it's just an Illusion.

*—Oil Can*

Photos: Doug Mazell



**Manufacturer:** ..Illusion Motorcycle Co.
**City:** ....................Riverside, California
**Year/Model:** .................1997 Patriot

**Dimensions**

Length: ............................94 inches
Seat height: ........................23 inches
Ground clearance: ................4 inches
Rake:..............................34 degrees
Wheel base:.......................65 inches
Turning radius: ........................7 feet
Fuel capacity:....................4.2 gallons
Oil capacity: .........................3 quarts
Dry weight: ..........................500 lbs.

**Wheels**

**Front**

Type: ....................................Akront
Size: ...................................21-inch
Rim width: .........................2.15-inch
Hub: .......................Custom Chrome
Tire: ........................................Avon
Brake: ............Performance Machine, Russell rotors

**Rear**

Type:.....................................Akront
Size:....................................16-inch
Rim width..........................4.25-inch
Hub:........................Custom Chrome
Tire: .......................................Avon
Brake:................P.M., Russell rotors

**Mileage**

City: ...................................39 mpg
Highway:...............................45 mpg

**Engine**

Year/Model:...................1997 Illusion
Displacement:...........97 cubic inches
Ignition: ...............Compu-Fire/Illusion
Lower end:..............................S&S
Balancing: ...........................Illusion
Pistons: ....................................J&E
Cylinders: .....................Illusion, billet
Flywheels: ...............................S&S
Pushrods: ..............................Crane
Compression ratio: ...................9.5:1
Cases: .....................................S&S
Heads: ..............STD/Special Illusion
Valves: .................................Manley
Lifters: ...................................Crane
Carb(s): .......................Mikuni 42mm
Air cleaner: ............................Mikuni
Pipes: ..............SuperTrapp 2 into 1

**Transmission**

Type: ...................................Illusion
Engine sprocket: ........belt,126-tooth, Belt Drives Limited (BDL) Panther
Trans pulley.........................32-tooth
Wheel pulley: .............70-tooth, BDL
Gears:..............Andrews, close-ratio
Clutch:..........................BDL/Barnett
Primary: .....................Illusion Special
Special features:....black wrinkle finish

**Frame**

Builder: .............................Mid-USA
Type: ....................................hardtail
Rake:..............................34 degrees
Stretch: ..............................2 inches
Special features:.........powdercoated

**Forks**

Type: ....................................41mm
Builder:...................................Illusion
Special features: ....Illusion triple trees

**Accessories/Instruments**

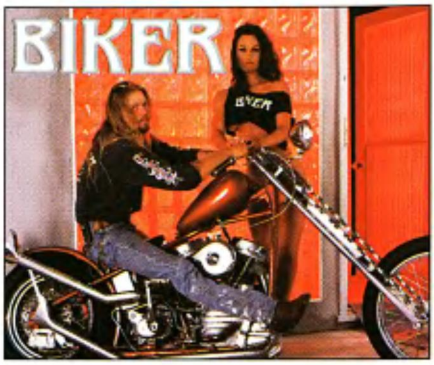
Bars: ..California Designs 12-inch apes
Risers: ...............................2 inches
Fenders:.................................Illusion
Headlight: ..............Custom Chrome
Taillight:...................Custom Chrome
Speedo: ..................................Illusion
Dash: ..Illusion, fiberglass, Jay Livesay
Pegs: ...............................KüryAkyn
Electrics:...........Illusion,Joe Arciniega
Gas tank: .............Illusion, 4.2-gallon
Oil tank: ......Custom Chrome, 3-quart
Oil pump: ................................S&S
Primary cover:........................Illusion
Seat:......................................LePera
Mirrors: ..................Custom Chrome
Grips:.......................Custom Chrome

**Paint**

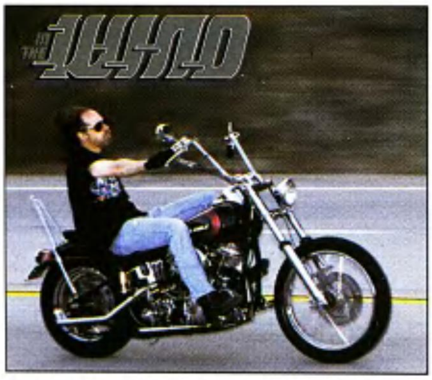
Color(s): ............yellow/pearl marble
Type:...........................polyurethane
Powdercoating: ..North County Powder
Painter: ........Illusion/Peter the painter

# COMING AT YA

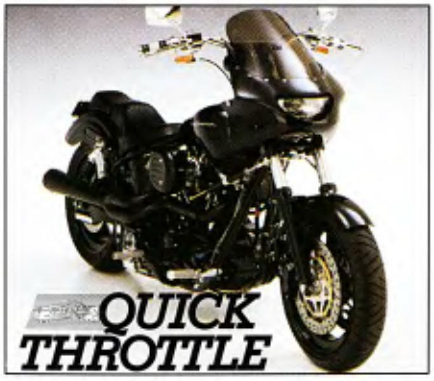
The **September** issue is crammed so full of bikes, events, women, and other info of interest to every red-blooded biker, you'll be amazed we fit it into one magazine. Ride along as we head for the gambling town of Laughlin, Nevada, for the annual River Run. We'll cover all the happenings from the Avi to Oatman, and then some. Follow the odyssey of making a biker movie. Then, head to the city and check out all the shenanigans at an outrageous T&A shoot. Mike Egan gives us a history lesson on the Panhead, and we've even thrown in a guide to American-made hybrid bikes. Ride around with Oil Can and road test American Eagle's XRT Talon and then relax with a coldie and enjoy the collection of all the customized rides from across the nation and around the globe. There's plenty of Tech Tips, from tires to belt drives, and a profile on master artist Jesse James. As always, we'll keep you up to date on all the legislative news and, of course, we've packed the pages with more hot women, fast-paced fiction, and wild Wind than you can shake a stick at. Don't even think about missing this one. *On sale July 29*




The **September** issue of *Biker* is our Anniversary Special. We're celebrating 10 years with Paisano Publications with 32 extra color pages. We'll give ya some history, and do some then and now stuff on events, bike features, contributors, and staff. We've got an old-style Panhead copper chopper bike feature with Katherine, a beautiful Cheeta's dancer from San Diego. And, natch, there's plenty of our usual unusual biker-style entertainment. *On sale July 22*



The **September** issue of *In The Wind* (#83), dips its wick into the middle of Daytona's Bike Week '97. We have photographic evidence of a wild and crazy time from nine photogs. Also, we kicked Oil Can's ass and made him scan the mail for the best freelance flicks from the event. See Rock 'n' Roll Roy and The Valdez, a '51 pan that's shot completely outdoors, pick up a lost hitchhiking sweetie. Plus, Travelin' Trails follows three New York City bros through the California desert. *On sale now*




Get down and dirty in Daytona as we follow the racers into the pits and find out who's making those nitrous beasts go the fastest. **September's** *Quick Throttle* blasts off with drag racing in gator country. Dangerous Dave also made the trek to cover the road racing action in the midst of Sun City. We've got Bruce Hind's Special Construction FXR, Cody Martin's Hi-Tech XLST, Rob MacGregor's chromed Shovel, and Billy Eubank's show-winning Softail. Grab it quick! *On sale now*

*VQ* No. 15, **August**, offers a bevy of outrageous customs and classic antiques from Scott Angelos' majestic magenta Softail, to Skip and Cathy Hoagland's Coca-Cola King, to Carmen Tom's 1926 JD. Hang out at *Easyriders* of Fresno, California, visit the Indian Rally in Springfield, Massachusetts, and meet madman Master Builder Lou Falcigno of Florida. *VQ* is the all-color magazine for the cycle connoisseur. Check it out. *On sale now*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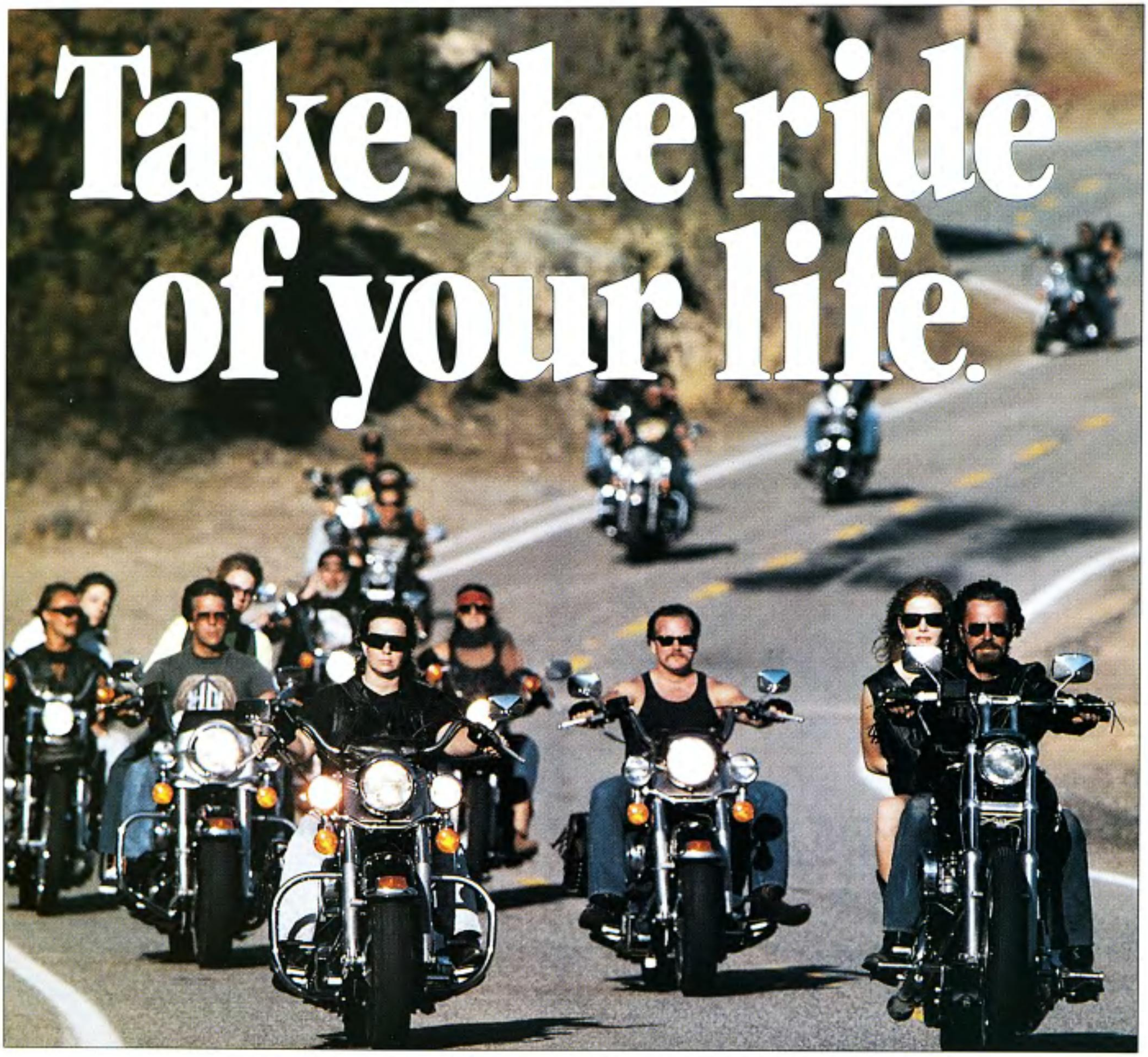


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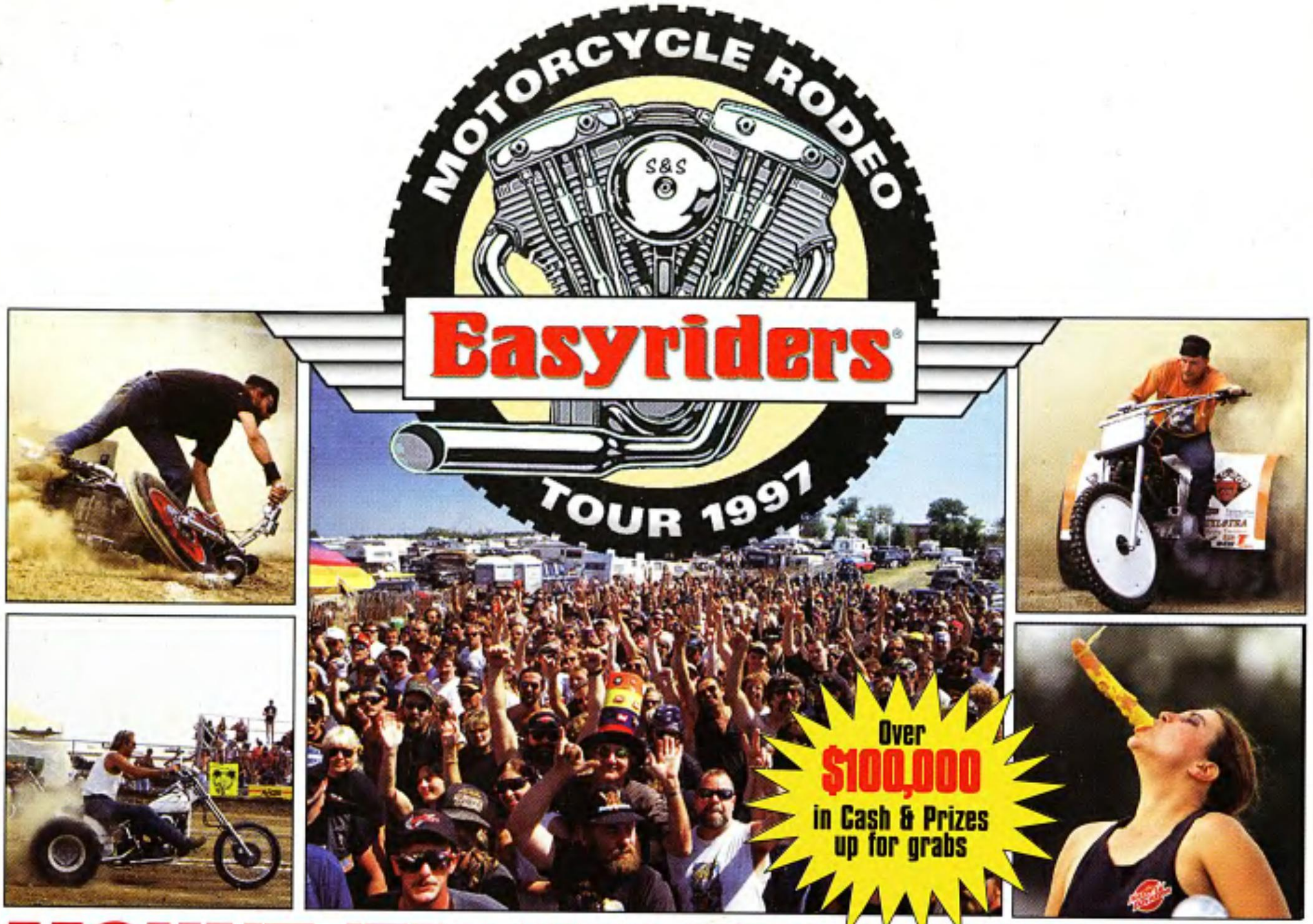


# MOUNT 'EM UP! HEAD 'EM OUT!

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Wilson, North Carolina - *Rodeo Southern Style*
**June 27, 28, 29, 1997**
Wilson County Fairgrounds
(I-264 to Hwy 301 South)

Middletown, New York
**July 4, 5, 6, 1997**
Orange County Fairgrounds
(I-84 to Hwy 17 West, to exit 120)

Fireworks

Waukesha, Wisconsin
**July 11, 12, 13, 1997**
Waukesha County Fairgrounds
(I-94 West to 294 exit South on "J")

Keene, New Hampshire - *New England Rodeo*
**July 18, 19, 20, 1997**
Cheshire County Fairgrounds
(Rt. 101 to 12 South)

Prospect, Pennsylvania - ***7th Annual***
**July 25, 26, 27, 1997**
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)

Fowlerville, Michigan - ***5th Annual***
**August 15, 16, 17, 1997**
Fowlerville County Fairgounds
(I-96 to Fowlerville exit, go North to Grand River)

Kankakee, Illinois - ***New Location***
**August 22, 23, 24, 1997**
Kankakee County Fairgrounds
(Hwy 57 to exit 308)

**GRAND NATIONALS - *10th Annual***
Chillicothe, Ohio
**August 29 - Sept 1, 1997**
Ross County Fairgrounds
(Hwy 35 to Rt. 104 North)

## FEATURING

Wild Rodeo Action ★ Motorcycle Trade Show ★ Ride-In Bike Show ($500 purse) ★ Live Music
Trophy Girl Contest ★ Weekend Camping ★ Tattoo Contest ★ Food and Beer on Sale

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